

MAY 8 1913

MAY 8, 1913

PRICE 10 CENTS

Leslie's



New Dress Law in China.

San Francisco.—The century-old styles of clothing for both men and women of China have now met the disapproval of the Cabinet of the Republic. A copy of the edict has been received by Yung Yew, consul here for the Chinese Republic, together with pictures of clothing prescribed for both sexes. The vernacular papers here printed the edict yesterday.

The business derby and the formal silk hat are the only two mentioned for men. Nothing is said of headgear for the women, who, aside from hair ornaments, never have worn head coverings.

Men are allowed high caffarin and low tan shoes, while the women are limited to high shoes, to suit their taste. Besides shoes, only three articles of dress are prescribed for women. One, a loose fitting garment on the lines of a kimono, is for house wear. An extremely conventional pleated skirt and shirtwaist are suggested to complete her wardrobe.

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"Hunch" hands you this:

You pass up the "hot-stuff" brands, forget that parched throat and dark brown taste and thumping head. You never will know how a real pipe smoke tastes until you fire up some Prince Albert —tobacco that just puts a jimmy pipe in a man's mouth—and keeps it there, sunrise to sunset!

PRINCE ALBERT *the national joy smoke*

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Winston-Salem, N. C., 1912.

Doesn't take eight Sundays to get acquainted with Prince Albert whether you jam it in a jimmy pipe or roll up a delicious cigarette. No, sir, it's pretty much like putting on a pair of friendly old shoes of a morning—sort of makes you feel the sun will shine and the birds will sing and the going will be right good!

P. A. can't sting! The bite's cut out by a patented process that has revolutionized pipe tobacco and set the whole man-smoking world jimmy pipe joyous! Get that P. A. flavor and fragrance and freshness into your system. It's good for what ails you!

R. J. REYNOLDS TOBACCO CO.,
Winston-Salem, N. C.

It's weather-proof inside and out and sets you back only a nickel.

It's a dandy package—all bright and spanking clean and dust-proof—just as it left our factory. Nifty jackets keep it free from soil.

Also in the tidy red tin, 10c—and handsome pound and half-pound humidores. Buy Prince Albert everywhere.

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—gets you acquainted with P. A. in the toppy red bag.

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THROUGH THE WILDS
Down the Allagash
(208 Miles by Canoe)

It is one of the wonder vacations of the world. You go by train to Moosehead Lake away down in the

WOODS OF MAINE

There you get your camp supplies and guides, white or Indian. The next morning you're off for 200 miles through forest scenery of unimaginable beauty—across nine exquisite lonely lakes, and so into the Allagash River, into the St. John, to Fort Kent on the Canadian border.

You camp in delightful places, sleep on hemlock boughs, eat camp-fire cooking, breathe pine-spruce-laden air, fish, explore.

You come out brown and happy and made over in body and nerves.

Two weeks are ample for the trip and the cost is small.

New Mt. Kineo House Annex is open May 9 to Oct. 15.

Send for FREE Booklet

Address VACATION BUREAU

THE NEW ENGLAND LINES

Room A703, So. Station

Boston, Mass.



Do You Still Use a Horse and Wagon?

What is the system by which you deliver your goods?

Do you know that one *properly-selected* light motor truck will do double the work of a horse at less cost?

Do you know that such a truck can be purchased for less than \$600?

Do you know that a *properly-selected* large truck (three- to five-ton capacity) will replace from six to eight horses at a marked saving in expense?

If you do not know this—or if you do know it and want more reliable information fill out the attached coupon now.

It is the business of Leslie's Motor Department to help you select the pleasure car, truck, motorcycle or accessory best suited to your needs. This service is *free of charge*.

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Name.....

Address: Street.....

City..... State.....

Business.....

I use..... horses in my delivery system.

I use..... wagons in my delivery system.

The distance of the farthest point to which I deliver is..... miles.

I could extend the distance to which I deliver to..... miles with proper facilities.

An average load for my delivery wagon is..... pounds.

If I install a truck system, { Poor
I have { Good facilities
No

for caring for and storing the vehicles on my premises.

The make of the commercial vehicle in which I am interested is.....

I have..... electric current on my premises.

(Yes or No)

Please send me replies to the above questions.

Leslie's

ILLUSTRATED WEEKLY NEWSPAPER

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

EDITED BY JOHN A. SLEICHER

"In God We Trust."

CXVI.

Thursday, May 8, 1913

No. 3009

New York Office: Brunswick Building, 225 Fifth Avenue, Western Advertising Office: Marquette Building, Chicago, Ill.; Washington Representative, 31 Wyatt Building, Washington, D. C. Branch Subscription Offices in thirty-seven cities of the United States.

European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Bream's Bldgs., London, E. C., England.

Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices. Annual cash subscription price \$5.00.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

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Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted. If no copyright appears on them the legal assumption is that there is no liability on our part for their use.

The contributor's name and address should be on the back of every photo, and none should be sent in without full, complete and accurate description. Many photos have been rejected because of the lack of correct data. Accuracy should be the first consideration. An inaccurate statement is always challenged, and this is annoying.

The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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Some of Next Week's Features



THE PRESIDENTIAL MEGAPHONE, by Robert D. Heinl, Leslie's Washington correspondent. An interesting story of how the President hob-nobs with the reporters every week, and through them lets the country know what the Government is doing. It will be illustrated with a special photograph of the newspaper men and the President.

WILL THE NEW ADMINISTRATION OPEN ALASKA? by Henry Roberts. A striking story of our great empire in the Northwest and one which shows the new administration's great opportunity to come to the service of Alaska's appreciative citizens.

MAKING MAPLE SUGAR, by Homer Croy. A character story full of sap, with illustrations by Zim. Nothing solemn or serious about the article or illustrations.

A BURLESQUE GIRL AT CLOSE RANGE, by Ed A. Goewey, with illustrations by himself. Probably the best piece of humor and slang that "The Old Fan" has ever written, and it therefore takes the place this week of his regular baseball article. Aside from the fun, many people who know will say that it is drawn from life.

A CAMERA TRIP AROUND THE WORLD, by Edgar Allen Forbes. The second installment of the new pictorial feature shows "The Woman of Japan," with charming pictures of unusual types.

TONSORIAL PUBLICITY, by Scammon Lockwood. A humorous story that stops all business until you get to the end of it—and the ending is worthy of all that goes before.

In answering advertisements please mention "Leslie's Weekly."

Power For You!

New strength, vim, and vigor!

What man is there who feels that he does not need more? Strength that is more than mere muscular strength. The strength of perfect health, abundant nerve force—the strength of keen relish for work—for doing things. Let us tell you what vibration has done. Send coupon below for full particulars.

The White Cross Electric Vibrator

The machine that gives you three of nature's greatest curative agents, vibration, galvanic and faradic electricity.

If you have your home wired for electricity it can be connected up as easily as an electric lamp. If not, it will run perfectly on its own batteries.

Feel the tingle of a vibrator just once. Remember, enthusiasm is only a matter of feeling good and we don't know of anything which feels better to tired nerves than vibration. Read the free coupon and mail it today.

The White Cross Electric Hair Dryer

Every time you dry your hair don't you wish you had an electric hair dryer? With a dryer your hair is perfectly dry and soft as silk in a very few minutes. It is dry clear down to the roots. Not necessary to sit in the sun or use a fan for an hour or so. Falling hair and serious illness often result from imperfectly dried hair. Keep your hair soft and luxuriant. Keep it clean. You can do without danger of taking cold if you have a White Cross Electric Hair Dryer. All you need to do is turn the switch and you can have either warm or cold air. Just as simple as turning on an electric light. Your hair is dried without the least trouble—it's lustre and beauty is preserved.

The White Cross Electric Iron

Drives much of the hardship away from ironing day. It is always ready for use. Just turn the switch and the iron is ready to work. Can be operated as cheaply as an ordinary iron and does not heat up the room. You can do twice as much work with a White Cross Electric Iron than with the old fashioned irons. Always keeps an even temperature. Write today for our sensational low price and big offer. Send the free coupon.

The White Cross Electric Stove

The modern and sanitary way to do your toasting. Toast bread without scorching it in less than a minute. Make it right on the table. Makes it dainty, crisp and appetizing, not the hard, dry kind. Make your tea or coffee right at the table and keep it piping hot while serving. Takes the chill off of plates in less than a minute. Just the thing for lunches and teas. Write today. Send the free coupon.

Agents Wanted Where We Have No Dealers

We are offering exclusive territories to live, wide-awake agents who have no dealers now. An exceptional opportunity to make a good, solid income. The electrical age is here. People everywhere are demanding electrical goods. Write for full particulars.

Send Free Coupon For Big New Book "Health and Beauty"

Just put your name and address on the free coupon or a letter or post card. We will send you absolutely free and postpaid the great FREE Book "Health and Beauty" and our great catalog of electrical goods. You can get free book and catalog anyway and send what wonderful electrical things you can't find elsewhere. Our catalog will tell you all about the wonders of vibration and what it will do for you. Absolutely no obligations of any kind. Please send me absolutely free and prepaid, the White Cross Catalog of electrical goods and the great book "Health and Beauty." I assume no obligations. Write today—now.

Check below the articles in which I am interested.

Electric Vibrator Electric Iron
 Electric Hair Dryer Electric Stove

LINDSTROM-SMITH CO. Dept 2415 2185 Wabash Av., Chicago

My Electrical Dealer's Name is _____

Address _____

My Electrical Dealer's Name is _____

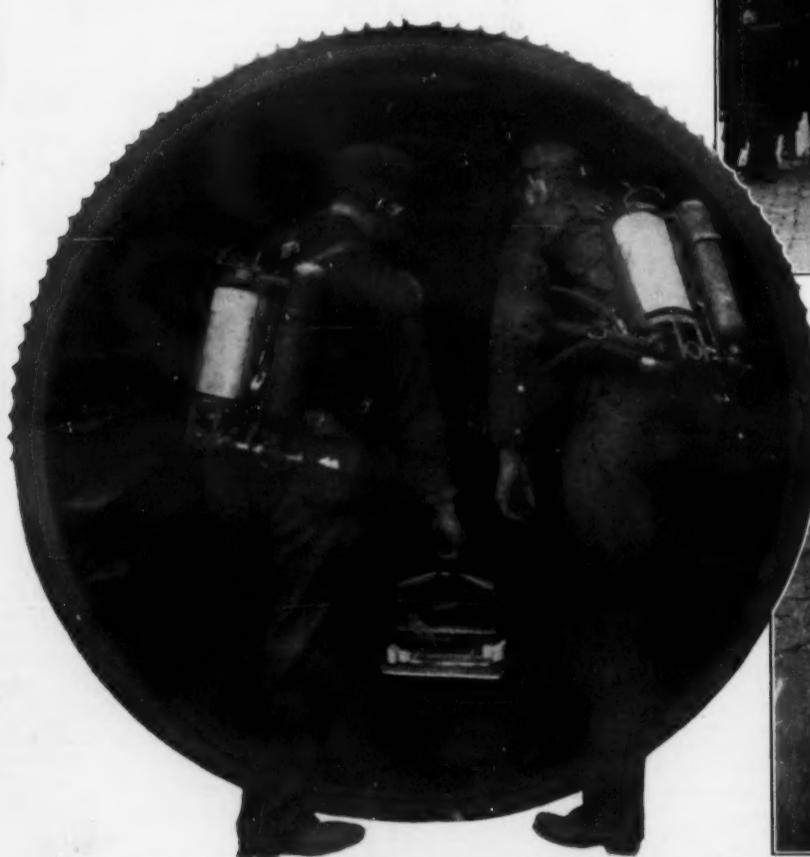
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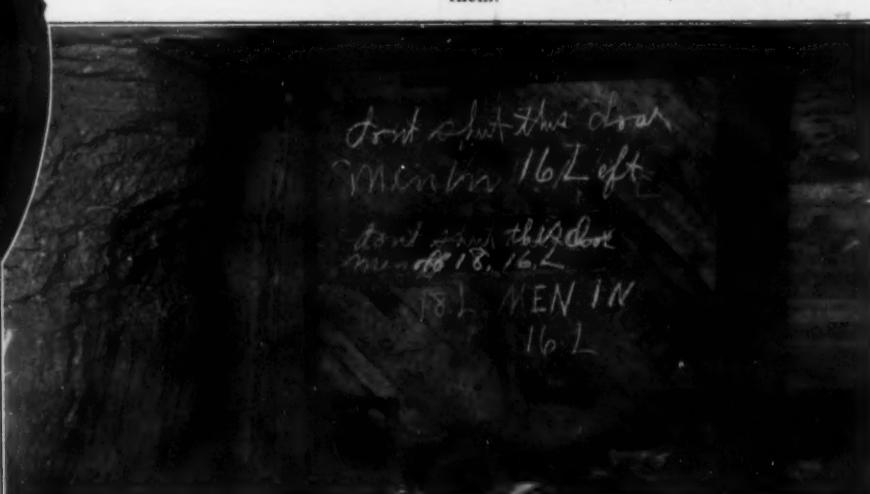
SCUTARI
Captured by Montenegro after six months' heroic resistance by the Turks. Austria demanded its immediate evacuation by King Nicholas. This little mountain city may yet bring on a European war.



COPYRIGHT, INT'L. NEWS
BELGIAN SOLDIERS ON STRIKE DUTY AT THE ANTWERP DOCKS
The great strike in Belgium, which threatened to tie up every industry in the Kingdom, was met by wise counsel instead of violence. The soldiers had no grim work confronting them.



MINE LIFE-SAVERS ENTERING A "POISONED" SHAFT
Method by which the rescuers entered the exploded mine at Finleyville, Pa., where 96 lives were lost and two men saved after 60 hours. The canary is very sensitive and dies in time to warn the rescuers to rush for fresh air.



THE TOMB OF MINERS WHO WERE RESCUED AFTER THREE DAYS
Door in another Pennsylvania mine which was torn by an explosion like that of Finleyville. The inscription on the door was written by entombed miners in escaping from one level to another.

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EDITORIAL

Let the People Rule!

A MOB in Mississippi lynched an innocent negro one day, and on the next day burned a guilty negro at the stake. This was done in the public square, in broad daylight and in defiance of the protests of the prosecuting officials of the county. Let the lyncher rule!

In the latest Woman's Club planned to be erected in New York City, the architect has provided smoking-rooms for the ladies. Let the women rule!

In the trial of the promoters of a fake mining scheme by which over \$1,000,000 was taken from confiding persons, all over the country, it was disclosed that \$20,000 was paid for a list of 700,000 persons who were known as "suckers," ready to bite at any alluring bait that bunco gamesters might offer them. Seven hundred thousand suckers in one batch! Let the suckers rule!

A good many newspapers have been baiting the Government to "bust" the trusts and smash the railroads. The Associated Press is now accused of establishing a news trust. The State of Arkansas has passed a law providing that any newspaper that will pay the regular rates must be supplied with news by the Associated Press. Let the editors rule!

Dr. F. G. Benedict, Director of the Carnegie Nutrition Laboratory at Boston, ridicules the food fadists and vegetarians. He says we are becoming a nation of cranks and that a Welsh rarebit is infinitely worse than an infinitesimal per cent. of benzoate of soda, borax, or boracic acid in our foods. Let Dr. Wiley rule!

A mob demanded the resignation of Prince Katsura, the Japanese premier, and his Cabinet associates. To enforce the demand, they created disorders all over Tokio. Shops were looted and a number of innocent persons injured by the rioters until Katsura resigned and a new Cabinet was established. Let the people rule!

If a two-headed cow were on exhibition at a circus sideshow in one tent and Rosa Bonheur's magnificent painting of the Horse Fair in another, which tent would get the crowd? Let the people rule!

Senator Root says: "Popular government is organized self-control."

Original Uses for Leslie's Pictures

THE premier position of LESLIE'S among illustrated weeklies is shown by the unique uses made of its pictures. The president of a woman's mission circle connected with a Baptist church in Iowa writes us of a recent meeting in which they reviewed the work of the year, finding to their delight that the pictures in LESLIE'S perfectly represented the subjects, both home and foreign, which they had been studying. Our correspondent also says: "While acting as superintendent of the primary department of the Sunday school, I used your illustrations profusely. They were invaluable to the children, whose bright eyes and minds seemed to catch their meaning instantly, and I always noticed, in review, that the truths taught through these pictures were retained." The splendid suggestion is made, too, that every progressive woman keep a book, and under the titles Religion, Art, Literature, Science, etc., place the pictures and articles found in LESLIE'S, to be used as occasion demands in Mothers' Meetings, Mission Circles, and Women's Clubs.

Up-to-date teachers in the public schools have for a long time appreciated the attractive help our pictures offer in school work. The pictures are just as applicable to church organizations, as our correspondent shows, interesting and instructing adults quite as much as children. The appearance of a picture in LESLIE'S is a case of the "survival of the fittest" in every sense of the term. Of the thousands of pictures submitted by the public or sent in by our regular staff photographers, only a fractional part can be used. These must stand the test of news interest, educational or historical value, and all must be such as to be acceptable in the most refined home. A glance over the files of LESLIE'S is a stimulating review of the history of progress for the last fifty years, as events were unfolded week by week. It is gratifying to know that the "People's Paper" is being more and more used in the educational world and in religious circles.

"Blue Sky"

SOME states are passing blue sky laws. They are intended to protect the people from the venders of bogus stocks who have been doing a land office business for many years.

The Post Office Department estimates that the people were swindled out of \$150,000,000 last year by unscrupulous promoters of worthless mining, plantation, real estate, oil, wireless telephone and telegraph and similar schemes.

A good many of these swindles were made possible by the yellow journals. They printed advertisements that were a lie on their face. The newspapers that printed these deceptive notices in their business columns were pleading on their editorial pages for the "dear people." They were telling the "dear people" how bad the trusts were; how much the railroads and express companies were overcharging; how wicked our captains of industry were in accumulating "Tainted Money." Bosh, and the people swallowed it!

The people were fooled on the editorial page and swindled by the advertising page. The same sort of thing is going on to-day. Reputable publications do not need a Blue Sky Law. They are excluding every questionable advertisement. No money will buy space for a "gold brick" scheme in any publication of the highest class. Last year, LESLIE'S excluded questionable advertisements to the space value of over \$50,000. That policy it proposes to continue for the safety, security and best welfare of its readers, no matter what the cost.

This is why the readers of LESLIE'S feel free to patronize its advertisers. When a merchant or manufacturer buys space in a representative publication he does it to call attention to his goods, and he makes his offers as attractive as possible. He advertises a bargain to secure the patronage of the public and to hold it against competitors. It is to his interest to give full money's worth to every patron. We call the attention of our readers to this important point just as we always invite every one of our 2,000 employees to patronize those who patronize our publications. This is the true spirit of reciprocity which ought everywhere and always to prevail.

The public has little conception of the enormous amount of objectionable business that is repudiated by high class publications. We do not say that, occasionally even the most watchful are not imposed upon. This will happen in spite of the most careful precautions. Advertisements are so cunningly contrived that even the elect are sometimes deceived. But great progress has been made in the censorship of objectionable advertising by publications having a reputation to maintain and the people are learning to trust no others.

Preserve the Inventor's Rights

ATTACKING the position of the majority report that large numbers of patents are bought up for the mere purpose of suppressing competition, the minority report on the Oldfield bill for the revision of the Patent Laws shows that in all of the public hearings, twenty-seven in number, no witness testified that such practices prevail to any considerable extent, or that any definite evil results.

It further shows that the fears of the supporters of the bill are more imaginary than real when assuming that conditions call for amendments to the law to save common individual, municipal, and state rights to the people, permit the enjoyment of ordinary liberty and happiness, and prevent all instruments of human comfort and usefulness from being confiscated and monopolized under the guise of patent rights.

It shows how groundless such fears are, and how the courts have, without exception, applied and enforced the provisions of the Sherman law where it is shown to have been violated by practices seeking protection under the patent laws as readily as where the patent question has not been involved. The latest decision of the Supreme Court on this question in what is known as the "Bath Tub" case is cited as justification for the belief that the present laws are sufficient for the safe-guarding of individual and public interests against any attempt at unlawful appropriation of public rights under the patent laws.

The report discloses the weakness of the proposition to change the foundation principle of our patent system by grafting upon the patent laws provisions for compulsory license, showing how such provisions would work to the advantage of the powerful corporation, and to the disadvantage of the poor inventor, and materially detract from the measure of reward offered by our present laws for stimulating invention and developing the useful arts and sciences.

Considered as a whole this report reveals very careful consideration of the subject from all standpoints, that of the public as well as that of the inventor and owner of patent property, and a very exhaustive study of the law governing the questions. Six members of the committee of fourteen signed this minority report, and it is learned on good authority that at least one and probably two of the other members of the committee are not in full sympathy with the report of the majority in favor of the bill.

The members signing the minority report, are: Morrison, of Indiana; Bulkley, of Ohio; Littleton, of New York; Currier, of New Hampshire; Henry, of Connecticut; and Wilder, of Massachusetts. The paper will be of great value and assistance in further consideration of the subject.

A Subsidy for Coastwise Shipping

IF it be true, as former Secretary of State Knox affirmed in his reply to Sir Edward Grey, that the exemption of our coastwise shipping from the payment of canal tolls is in effect a subsidy by our Government, why not repeal the exemption act and grant our coastwise trade an out-and-out subsidy, thus overcoming the objections of Great Britain to the exemption act? The American Association for International Conciliation strongly urges this means of preserving our national honor and preventing strained relations with Great Britain. "If the United States urges," it argues in the course of a petition addressed to Congress, "that what it is free to do without criticism by a direct subsidy, it ought, therefore, to be free to do indirectly; the other question may also be asked: Why should the United States be exposed to the charge of bad faith or be asked to go to arbitration to determine the right to act in this particular manner when, by acting directly in the manner admitted by Great Britain itself to be beyond challenge—that is to say, by granting a direct subsidy—the whole controversy may be disposed of? Is it even possibly true that the Congress of the United States is willing to pay a subsidy by indirection, and is unwilling to pay such subsidy directly and openly?"

Not only has the exemption act aroused the opposition of Great Britain as being a violation of the Hay-Pauncefote Treaty, but no piece of legislation of recent years has awakened so much protest in the United States. This protest has been entirely non-partisan. Jealous of the national honor in the matter of conforming to treaty obligations, people of all parties and all shades of political belief have opposed the exemption.

Should Congress not repeal the act, the only course then open would be the submission of the dispute to The Hague Court for arbitration. For the United States to refuse to do so would be a deliberate surrender of her record as the leading nation of the world in the advocacy of arbitration as a method of settling international disputes, and would be an acknowledgment that we dare not submit the question to the judgment of an unbiased tribunal. It hardly seems possible that the United States would refuse point-blank to submit to arbitration. Should the issue be arbitrated, the outcome would with great certainty be in favor of Great Britain. The only logical course, therefore, if we are to retain our self-respect as a nation, is to repeal the exemption clause, and grant a subsidy to our coastwise trade directly and openly.

The Plain Truth

HOSTS! It is a bad thing to see ghosts or to imagine that you see them. Senator LaFollette has some good qualities, but his imagination runs away with him. When it is hitched to his burning ambition to do something to save a suffering country, it runs away with him entirely. He sees too many ghosts. The latest arises from his fear that some one has imposed on President Wilson. The Senator criticizes the appointment of Mr. John Skelton Williams as Assistant Secretary of the Treasury. Mr. La Follette has a horror of banks and railroads. The "money trust" is a ghost that constantly springs before him. Mr. Williams has achieved notable and well-deserved success as a financier and a railroad president and Mr. La Follette fears that his associations disqualify him from filling the duties of a very responsible place. It doesn't occur to our loquacious friend from Michigan that President Wilson appointed Mr. Williams because his business training specially qualified him for the place he fills. Fitness and capacity should be the primary requisites of all elective or appointive officials. But if they were some vociferous members of the Senate might be conspicuous by their absence.

FAIR! President Wilson will receive no presents from anyone but his personal friends and has already returned a miscellaneous assortment of gifts to would-be donors. He is quite right in tabooing a perpetual donation party during his occupancy of the White House. Nor has President Wilson carried the simplicity idea too far in declining to join clubs in which he cannot be active and in which he pays no dues. In the distribution so far of offices he has likewise shown a commendable spirit of fairness and independence. We can only hope that in the consideration of the tariff he will study it in no partisan spirit, but in its bearings upon the interest and welfare of all the people. The President of the United States is not the spokesman of any one party, but President of all the people; and the people should stand back of him as a unit as far as possible. Certainly it is but fair to say that President Wilson has carried himself well so far.

LAW! "The law must be enforced. If it brings hardship, distress or injustice, it is the law, and it is remorseless." This is what thoughtless and well-meaning people sometimes say. We also hear them say that it is not the function of the Government to extend favors to anybody; that it should not protect American industries, because freedom in trade obviously should prevail; that it should not grant subsidies to American shipping, because American shipping should take care of itself, and if, as has proved to be the case, it can't do this, it should die out and let the foreign shippers carry our commerce. This is all very plausible, but all very impracticable. When the terrible flood disaster was reported, President Wilson, with a promptness that does him credit, immediately directed the employment of the army to shelter, protect and to feed the victims of the disaster. This was a violation of the law forbidding the use of public moneys without authority of Congress. But will any one question the conduct of President Wilson? Will any one condemn it as in violation of the law? Guess not! Let the people rule!

FAIR PLAY! At heart the American people love fair play. Whatever may have been their sins in the past, the railroads are to-day striving, against great odds, to give the public the best sort of service. Now that they have sustained such fearful losses by flood, isn't it an appropriate time to make an appeal for fair treatment? Great increases of wages, the enhanced cost of equipment, the enforcement of costly new legislation and the high price paid for capital have all served to cripple the efficiency and block the prosperity of the railroads. Earnings will suffer a temporary set-back through this interruption to traffic caused by the floods, while the flood damage makes imperative the raising of new capital. All this should engender a more sympathetic attitude on the part of the general public toward the railroads; and when the latter appeal to the Interstate Commerce Commission to be allowed higher rates for carrying certain classes of commodities, these things should be borne in mind by the commission.

Unique Views of World-famous Buildings

How some of New York's loftiest skyscrapers appear to one who stands on the sidewalk and looks upward.



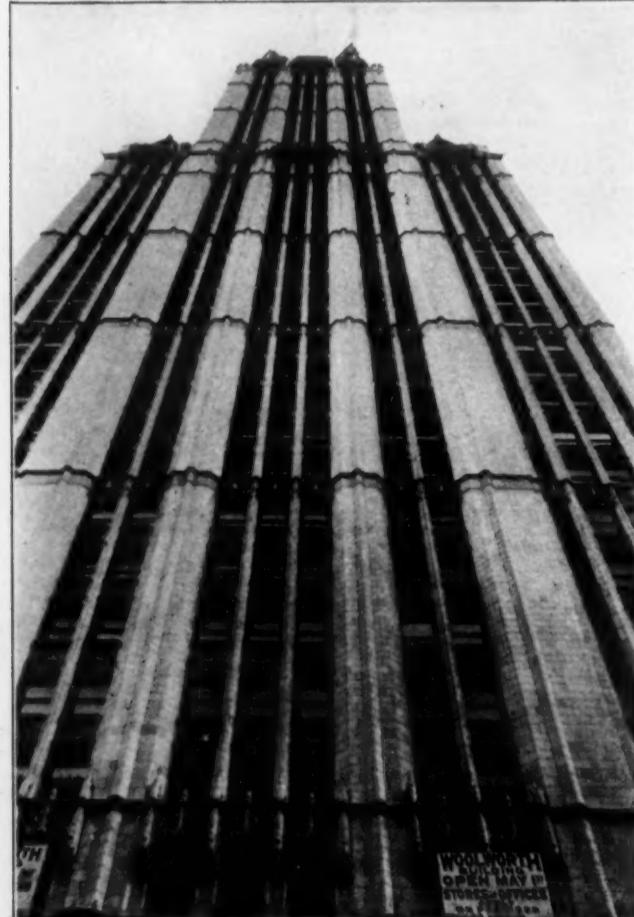
THE TIMES BUILDING
Its 28 stories rise to a height of 419 feet, in the heart of the theatre district.



THE NEW MUNICIPAL BUILDING
It has but 24 stories, but is 560 feet high.



THE METROPOLITAN TOWER
The tower of the Metropolitan Life has 50 stories and is 700 feet high.



THE WOOLWORTH TOWER
The newest and highest skyscraper; it has 55 stories and is 791 feet in the air.



"THE FLATIRON"
The well-known Fuller Building is 286 feet high, with 20 stories.



THE SINGER TOWER (on the left) AND THE CITY INVESTING BUILDING
The Singer Tower has 41 stories and is 612 feet high.



THE PULLMAN BUILDING
It rises only 178 feet, but its narrowness makes it an impressive spectacle.

"The F Pacific," the Gold from Yo 2,000 fro land, is anchored For more Honolulu cross-road er-beaten gree



A Portugu school, daers import the staple Portug



A Camera Trip Around the World

By EDGAR ALLEN FORBES

I. "The Paradise of the Pacific"



HAWAII

"The Paradise of the Pacific," 2,100 miles from the Golden Gate, 3,400 from Yokohama, and 2,000 from the nearest land, is "the loveliest fleet of islands that lies anchored in any ocean." For more than a century, Honolulu has been the cross-roads for the weather-beaten sails and smoking funnels of the world's greatest ocean.



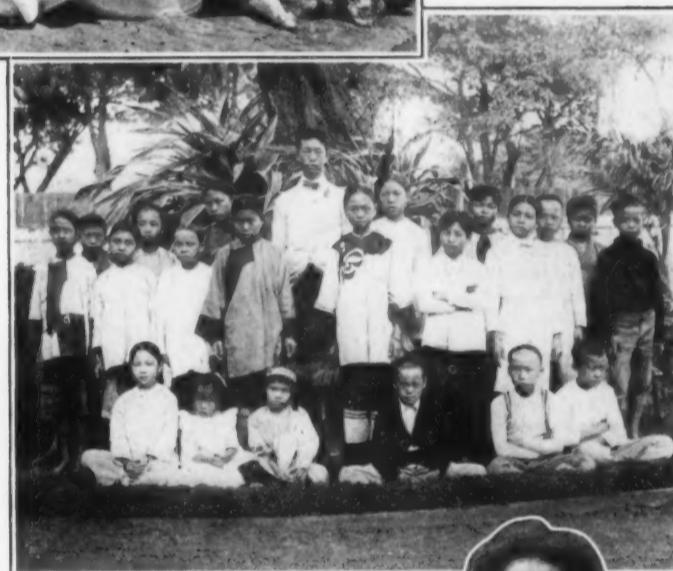
HAWAII

"No alien land in all the world has any deep, strong charm for me but that one; no other land could so longingly and beseethingly haunt me sleeping and waking, through more than half a lifetime. . . . In my nostrils still lives the breath of flowers that perished twenty years ago."—

Mark Twain.



Graduating class of a Honolulu grammar school, which is taught to believe that "God hath made of one blood all the nations of the earth."



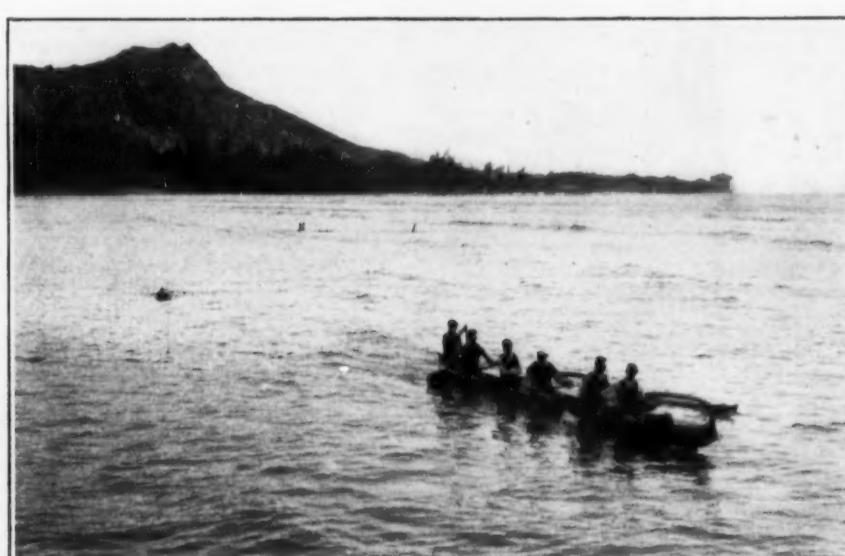
Bright-eyed Chinese children in an American school where not less than ten distinct nationalities are represented. The Chinese are the best-liked of all Oriental settlers in the Hawaiian Islands.



A Portuguese beauty in a plantation school, daughter of one of the laborers imported to cultivate sugar-cane, the staple crop of the islands. The Portuguese are good citizens.



One of many native Hawaiians who have education and refinement as well as personal charm.



Outrigger canoes in the surf of Waikiki Beach, with Diamond Head in the background. Behind the peak is concealed the most powerful mortar battery under the American flag.



A daughter of "the wide and starry sky," in the regular costume of the Hawaiian "hula" dance, which is executed in rhythmic unison by a group of trained performers.

The Man On the Job at Dayton

The remarkable story of John H. Patterson and his personality

By EDGAR ALLEN FORBES

ONCE before, on the heels of a great disaster, I had climbed aboard a west-bound train and hastened to a pitiful scene of desolation. Then, the greatest mine disaster in our history had taken place and more than a hundred men had been entombed. The subterranean cavern was filled with deadly gases into which no man might venture except at the risk of his life. It was not morbid curiosity nor "news value" that drew me to the mouth of the shaft. Into the black depths, at frequent intervals, was being lowered a little group of men—clean cut, Anglo-Saxons of the best American stock. Down they went, with set faces; and up they came, an hour later, white-faced and gasping. But their work ceased not until the charred and blackened body of the last miner had been brought to the family waiting on the hillside in pitiful silence. To stand at the mouth of the pit and watch the men on the job—that was an experience worth traveling far.

And to see John Patterson on the job in Dayton was worth a much longer journey.

The mad current of the Miami, remember, swept down upon the beautiful city with such swiftness that the worst had happened before anybody had time to think. The city government was instantly swept out of existence. The mayor, marooned in an office building, was as helpless as a shipwrecked mariner on a desert island. The chief of police, isolated in another building, was as powerless as his scattered patrolmen—all of whom were involuntarily on "fixed posts" for the next forty-eight hours. Waterworks, telephones, electric lights, gas, every form of transportation—all had suddenly ceased to exist. The great city of Dayton no longer had even food or drinking water.

Then happened an incident that is unique in the history of great disasters. One of the distinguished citizens, whose manufacturing plant of thirty-eight acres was on an elevation outside the danger zone, stepped out on the roof and took one swift look at the square miles of desolation. Then he rose to the emergency like a cork bobbing out of the water, for John Patterson has a thinking apparatus which hums like a dynamo; it reaches a decision with the rapidity of a well-oiled piston, and his conclusions have the decisiveness of a steel-trap.

He came down from the roof and sent for his heads of departments. They hitched up their trousers and came across the thirty-eight acres on the jump. By the time they reached the office, Mr. Patterson had drawn on the blackboard the outline reproduced at the bottom of this page. Every man found his work cut out for him, with a "full speed ahead" order pinned to it.

And it was this Patterson organization which saved Dayton from a worse disaster. It was the man at the head of it who caused the newspapers to say with disgust a few days later, "The death loss has been greatly exaggerated;" and who caused a grateful nation to give thanks because there had been a real man on the job in the hour of the city's direst need.

Though done on the spur of the moment, the temporary work was done with such efficiency that nothing had to be undone. The Governor of Ohio, being one of those rare officials who have insomnia when a great emergency pops up in the night, set his seal upon everything which Mr. Patterson had begun. The telegraph clicked off an order which placed Dayton under martial law and automatically threw the city government out of a job. He appointed a citizens' committee of five, with John H. Patterson at its head, and gave specific directions that everybody, including the State troops, should be subject to his direction. This was merely Governor Cox's way of expressing his absolute confidence in Mr. Patterson's integrity and of his ability to swing a job of any size.

Meanwhile, without even calling a Cabinet meeting, President Wilson brushed all red-tape aside and started his Secretary of War toward Dayton, with instructions to get there the best way he could—but to get there quickly. With him went General Leonard Wood, commanding the army, and Major Rhoades, the President's personal aide. They risked their lives repeatedly by insisting that their special train be run over dangerous track, and they finally reached Dayton by automobile from Cincinnati. The first thing that

Secretary Garrison did was to shake hands with John H. Patterson; next, he took off his big overcoat; third, in a business-like fashion, he asked Mr. Patterson to explain the temporary organization. Every detail of it was approved by the representatives of the President and Dayton was told that the American Government would back the city and its public-spirited leader to the fullest extent. The Patterson organization lacked only one essential department—an efficient sanitary corps to avert the danger of a pestilence following the flood. Secretary Garrison's earnest desire to make Mr. Patterson's work effective in every respect led him to lend the services of Major Rhoades himself to be the head of his sanitary department. Then the President's representatives returned to Washington

made upon it. Also, though his factory was closed for two weeks, he continued the salaries of his 7,000 employees—an item that amounted to something like \$250,000. His factory was a restaurant for the hungry, a boarding-house for the homeless, a hospital for the sick, and a morgue for the dead.

(4) As soon as the wheels of his great organization began to work automatically, as called for by his "pyramid," he went out to give his personal assistance to the actual work of rescue. It was raining and the boiling waters of the Miami were very wet—and Mr. Patterson is sixty-nine years old. Most men of that age would have a nervous chill at even the thought of getting their feet wet, but the big man of

Dayton is as hard as nails and he went out in the boats like a longshoreman. And he did not have to tie flannel around his throat and drink catnip tea after the day's wet and strenuous work was done.

(5) His son Frederick, a whole-souled American boy with plenty of his father's spunk, was also invited to get into the game. The lad rolled up his sleeves and took charge of the boats. When night came he had juicy blisters on his hands, but also the satisfaction of knowing how many lives he had saved in one heroic day.

(6) His daughter Dorothy, a beautiful and cultured girl just budding into womanhood, also received an invitation to get busy. She needed no urging. The suburban home was turned over to the servants while she rushed down to the big factory and gave her whole energy to the task of caring for the women and children, especially those who were already ill. And this was no mere impulse of the hour, no spectacular play to the galleries; after the excitement was all over and the work began to get humdrum, she still clung tightly to her important job—and she has remained one of the big factors in the relief work of the stricken city.

Now the man who had done all this was far beyond the age when, as some think, a man's activities should be painlessly osmized with ether.

Also, he was one of that class of men whom the cartoonist draws as an octopus or as a bloated, thick-necked bully, wearing checked clothes with the dollar-mark embroidered in each check. Besides, he was supposed to be embittered toward mankind in general and government in particular as the result of having been branded by the Sherman law as a menace to society. I therefore climbed aboard the train with no loftier motive than to catch the man on the job and see what sort of person he might be.

I confess that the personality of Mr. Patterson was a great surprise to me. I was looking for an aggressive, domineering, sour-visaged man, with a disposition that would curdle the milk in a delivery wagon passing along the street. I found instead a modest, unassuming, sociable gentleman with not a trace of arrogance about him. He is one of the last men in Dayton whom a stranger would pick out as the biggest man in it, for he is just an ordinary American business man of the Ohio type. He is not a man of many words and he does not speak abruptly nor in a tone of finality. In a conference with the Board of Army Engineers, for instance, he sat quiet and let others do the talking. Not until one of the engineers casually announced that they expected it to take two years for them to gather data on which to make a report to the Government did Mr. Patterson get on his feet. He made it perfectly clear that no two years' research was required to show that the channel of the Miami should be widened and deepened, and that Dayton couldn't wait for elaborate scientific investigations. He was not worked up about it; he merely told this to the engineers in a quiet voice, but any man who heard him would be willing to bet that something happens to the Miami soon or the Army Board will be asked embarrassing questions. He is himself accustomed to doing big things in a hurry and he naturally assumes that Government chiefs like Secretary Garrison (whom he found to be a man with a business head like his own) will also find a way to work miracles of engineering.

John Patterson does not go about the streets of Dayton with the air of one who carries the universe on his shoulders. He shows not a trace of his sixty-nine years, is not weighed down with his burdens, and his nervous system is not snarled



"THE BIG MAN OF DAYTON" AND HIS FAMILY
Mr. John H. Patterson, who directed almost every step for the relief of Dayton's distress; his son Frederick, who took personal charge of the relief boats and saved many lives; his daughter Dorothy, who took charge of the vast kitchen which fed the refugees until other organizations could come to their assistance.

to report that the local and State authorities (meaning John Patterson) had the situation well in hand.

And who is this John Patterson upon whose swift work the Government of Ohio and of the United States set such enthusiastic approval? He is the same John H. Patterson whom the United States Courts had sentenced to the penitentiary only a few weeks before!

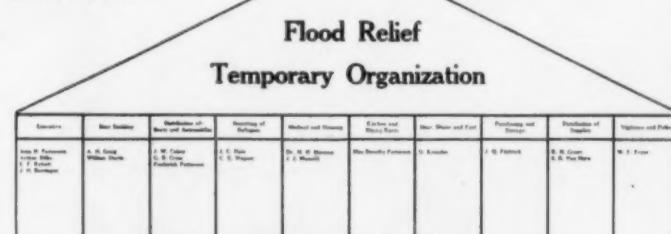
By way of refreshing fitful memory, here are a few of the things which Mr. Patterson did during the first days of the disaster.

(1) His entire plant, with heat, light, power, and equipment, was placed at the service of his stricken city. All work was suspended and his army of 7,000 employees (except those who were themselves marooned in the flood) was set to work to save the people of Dayton and to feed them.

(2) He ordered his wood-working department to make boats and to make them quickly. Boat building was something new to the Cash Register business but his men responded to the tune of one boat every 17 minutes! While they were not staunch enough for the main current, the flotilla was used to rescue those in the greatest danger and to carry food and water to others who were imprisoned in their homes.

(3) He personally guaranteed the payment of bills amounting to half a million dollars and held his entire personal fortune ready for any demand that might be

March 25, 1913



THE "PYRAMID" THAT STARTED ALL THE WHEELS
Mr. Patterson's first organization of his efficient staff—an example of the swift working of a trained business intellect.



THE UNITED STATES GOVERNMENT FEEDING PRIVATE CITIZENS
A crew from the U. S. Life Saving Service was ordered to Dayton and its boat stemmed the rushing current to carry bread to thousands of imprisoned citizens.



THE LIFE SAVERS' BOAT BEING LAUNCHED AT THE FLOOD
But it was one of Mr. Patterson's auto trucks which met the Government's boat at the nearest station and transported it quickly to the water's edge.



Mr. John H. Patterson when he was a Dayton coal merchant, before the Cash Register was even thought of.

closed for 10 employees 10,000. His card-house had a morgue organization his "pyramide" to the boiling . Patterson would have their feet hard as nails in the boats man. And to tie flannel shirt and drink the day's laudous work

Frederick, a American boy his father's invited to e. The lad sleeves and the boats. ne he had his hands, isfaction of many lives he heroic day. er Dorothy, cultured girl to womaned an invitati She needed e suburban over to the she rushed factory and energy to the the women esically those y ill. And the impulse of a spectacular play after the ex over and the humdrum, slightly to her and she has the big fac work of the

who had done beyond the me think, a should be d with ether. one of that octopus or cracked clothes rk. Besides, mankind in ult of having e to society. after motive hat sort of

Patterson was aggressive, position that was along ing, sociable but him. He ranger would an ordinary is not a man or in a tone lord of Army others do the v announced m to gather government did perfectly clear now that the opened, and ate scientific call up about it; a quiet voice, be willing to Miami soon embarrassing to doing big assumes that prison (whom less head like it takes more than grub to convert a hardened reporter.

Pages could be written about the gracious hospitality that is dispensed in this delightful American home, but one incident tells it all in a few words. At the height of the flood a weary correspondent straggled into Dayton and hoped incidentally (so he has confessed), that he would have a chance to bump into "that — Patterson" and knock him into the mud. In less than forty-eight hours the reporter was sleeping in "that — Patterson's" bed, eating his food, wearing dry Patterson socks, and ready to fight any man who spoke of John H. in words of less than five enthusiastic syllables. And let it not be forgotten that it takes more than grub to convert a hardened reporter.

I trust that it is not indecent to say just here that the Patterson home shelters a son and a daughter of whom the father may justly be more proud than of his great plant of thirty-eight acres. You need only to look at their faces



GOVERNMENT CHIEFS WHO RISKED THEIR LIVES TO HELP DAYTON
General Leonard Wood and Secretary of War Garrison, who rushed through the flooded zone over perilous tracks and placed the resources of the Government at Mr. Patterson's disposal, by direction of President Wilson.



WHERE THOUSANDS WERE FED

on the opposite page and see that much. These two heirs of the Patterson millions have been schooled, of course, in all the graces of society. On Monday night, for instance, they were at a fashionable ball in Cincinnati; on Tuesday the flood came, and they reached their home on the last train. That night the fire broke out and two row-boats hastened to the rescue of the imprisoned people. In one of the boats was a Catholic priest; in the other was Frederick Patterson and another young "society man." All the next day the son worked the oars, with blistered hands, while Miss Dorothy was busy serving food to the refugees, none of whom recognized the heiress in a waitress's uniform. It is not exaggeration that prompts me to say that it is impossible to know this noble girl and not be unspeakably proud of American womanhood. That's the kind of folks the Patterson children are—and it is John H. (violator of the Sherman law!) who has himself reared these motherless children from infancy.

The distress of Dayton itself is easily understood, but the anxiety of those outside who had families and friends in peril of the flood has not been appreciated. That anxiety cannot be set down in figures but it means something to know that Denver alone sent 680 telegrams of inquiry. During the critical period Mr. Patterson received more than 4,000 messages asking for information or urging him to aid some family whose fate was unknown. In addition, at least 13,000 other telegrams were sent to the National Cash Register offices.

All these meant just one thing—that a big bunch of people all over the country felt that John H. Patterson could reach their families, and would reach them, if anybody could. Two men on a train headed for Dayton, each with a family in the flood, were overheard exchanging confidences. One of them explained that he was worried sick because he had sent a telegram and received no reply.

"Who did you send it to?" asked the other.
"I sent it to my wife direct."

"No wonder. You might have known it wouldn't get through. I sent my telegram to John Patterson—and I've got the answer here in my pocket."

There are in the business world a lot of would-be-Pattersons who delude themselves with the idea that genius of organization is the whole secret of business success. They envy John H. Patterson his wonderful brain but fail to see that his heart has had as much to do with his success as his brain has had. Everybody knows that he is the man who first put the "well" into "welfare work" for employees, and he today seems to have as much pride in his "Hills and Dales" park as in his beautiful factory buildings. (How many manufacturers are there in this country who have a flock of automobiles at the service of their employees on Sunday waiting to take them out to the ball-game? And in how many other plants may an employee take a bath on his employer's time?)

It has been said (I know not on whose authority) that Mr. Patterson's exceptional programme of welfare work, which has set the pace for the whole country, is but the fulfillment of a promise to the lost wife of his youth. However that may be, I have a suspicion that most of his benevolence springs from his own heart.

For example, on an evening when his mind was grappling with the problems of feeding the homeless thousands of Dayton, and when he had guests waiting in his bungalow, somebody brought in from the woods a baby squirrel which was nearly dead with hunger and cold. It stopped all the wheels. For half an hour Mr. Patterson was so busy seeing that squirrel get a new start in life that he seemed to forget everything else. It was a trifling incident, of course, but I know plenty of men who would have turned that squirrel over to the hired man.

And when the crisis is over, and the stricken city is once again beautiful and prosperous, will somebody come along and lead this big-hearted man off to jail for a technical violation of the law? Not on your life! Dayton is a patient city, cheerful under martial law, while soldiers with loaded guns patrol its streets, and with a curfew law which sends everybody inside the front gate at seven P. M. But it will not be a patient city if anybody insists on hauling its biggest man off to jail. The man "who struck Billy Patterson" got away with it; but the man who swats John Patterson will have more than the whole State of Ohio at his heels.

Prosperity Reigns Throughout the Land

Nebraska a Land of Opportunity

By GOVERNOR CHESTER H. ALDRICH



CHESTER H. ALDRICH.

NEBRASKA evidences prosperity on every hand and in every section. With a bountiful crop harvest, the almost constant employment of labor at fair wages, the enormous growth in the output of our manufacturing industries, our live stock and orchard products, each and all are aiding in placing Nebraska in the front rank of those states contributing their surplus to the world's markets.

Nebraska's climate is exhilarating and invigorating, due to her natural drainage, gentle winds and almost continuous sunshine which renders the atmosphere dry, cool and refreshing at all times. The temperature ranges from 18

degrees in January to 100 degrees during the summer seasons, the mean annual temperature being 50½ degrees in the north and 52 degrees in the southern part. The average rainfall varies from fifteen inches in the extreme western part to thirty-five in the eastern section.

Nebraska is noted for her educational institutions and her educational standard, free instruction and free school books being provided for common school pupils of the State, between the ages of five and twenty-one years. Nebraska has a network of railroads, which, together with her splendid natural wagon ways, afford excellent transportation facilities in all sections.

As a stock raising State, Nebraska stands pre-eminently at the head of the list owing to the fact that stock can be fattened upon the natural range and the corn belt affords supplementary food of the highest quality. With soil and climate particularly adapted to the successful growing of all important forage plants, corn and root crops, with its unlimited wealth of natural grasses, and an abundance of

the best water, Nebraska is foremost in the dairying States. Poultry raising is considered an important by-product of the farm in this State, adding to our yearly resources in 1911 \$43,000,000.

The principal crops of Nebraska are corn, wheat, oats, barley, rye, alfalfa, hay, potatoes, sugar beets, sorghum cane, kafir corn, speltz, broom corn, orchard products and garden vegetables of all kinds. Nebraska produced in 1912, in staple crop values, \$238,946,391; orchard crops, \$7,878,899; manufacturing products, \$168,368,383; surplus or by-products such as live stock and dressed poultry, eggs, etc., \$73,822,663; live stock, \$144,892,205; making a grand total valuation of \$633,908,541. This was \$531.70 per capita or \$2,658.50 per family.

A rich fertile soil, a friendly climate and an abundant rainfall, cheap lands and ability for expansion upon our un-tilled acreage make possible a still greater production than is now being made by the progressive people of this State. Land values range from \$5 per acre in the northwestern part to \$200 per acre in the irrigated sections.

Ohio Beckons the Seeker for Success

By GOVERNOR JAMES M. COX



JAMES M. COX.

DATA pertaining to the material resources of Ohio are easily accessible to all of your readers. The millions of money invested in factories, the enormous mineral resources of the State, the diversified industries, the network of railroads, trolley cars and street railways, the navigable rivers and lakes—all of these things are matters of almost daily publication in the newspapers and magazines. So, in urging the attention of "seekers of prosperity" to Ohio, I shall not deal in such facts and figures, but shall call

attention only to the citizenship of the State and the opportunities which everywhere abound in this commonwealth.

The more than five million inhabitants of this State, as a whole, probably outrank in intelligence any other five million people upon the face of the globe. This is said with all due respect to other communities. For there is not another community of so many individuals but has a greater number of undesirable citizens than are to be found in Ohio.

This is due to natural causes and not necessarily to anything which we, of Ohio, have done for ourselves. We have simply been fortunate as regards the character and characteristics of the people who have come here. Settled originally by the English, we have a goodly mixture of German, Irish and Scotch, with here and there a sprinkling of people from other nations, giving to us a blending of character admirably suited for working out and developing the problems of civilization. These are not mere sounding words. Students who desire to dig deeply into our citizenship will find the statements absolutely in accord with history.

So it does not just happen that we have several cities of

the first-class and hundreds of smaller communities engaged in every conceivable line of industry. It does not just happen that Ohio should have more railroads than other States. It does not just happen that she should have more money per capita in building and loan and savings banks than can be found in any other State in the Union. It is all a matter of the characteristics of the people.

The records of our courts and public institutions show that we are a law-abiding people. Statistics pertaining to the insane and feeble-minded will bear out the statement that we are rational as compared with other communities. When you further consider that this territory has existed as a State for a hundred years and more and that after all of these years it still shows a splendid rate of increase—due in no way to suddenly discovered resources—it ought to require no further argument to show the "seeker of prosperity" that here he can be accommodated—that here he can succeed.

Illinois a Center of Plenty and Progress

By GOVERNOR EDWARD F. DUNNE



HON. EDW. F. DUNNE.

ILLINOIS is the richest chamber in the heart of the cornbelt. Twenty-third in size among the states of the Union, it is first in agricultural wealth and production, third alike in population, in mineral wealth, and in manufactures.

The Illinois farmer has learned not only how to produce great crops but how to *continue* to produce them. In other words to make the agriculture of the State permanent.

In 1912 the corn crop of Illinois was worth \$108,827,882. The hogs marketed brought \$15,005,254, the beef cattle \$20,806,811. The value of the dairy herds in the state is \$29,183,044 and from these dairy herds the milk sold in 1912 amounted to \$17,877,563, while over four million dollars jingled their welcome way into the pockets of the citizens of the state from the sale of cream and butter.

Apples, oats, rye, truck gardening all contributed to swell the agricultural wealth of the state to its grand total of \$3,903,321,000. What this means one hard fact proves—in 1900 the shrewd investor looking for a chance to double his dollars, was willing to pay on an average of \$46.17 an acre for Illinois land. A decade later an acre of this same land looked to him worth \$95.02.

Evidently the Illinois farmer is not snatching from the soil the fertility meant to last for generations. Intelligent farming which means farming *in* as well as farming *out* is beginning to be regarded in a very definite and large way as a matter of public duty as well as private policy. Phosphorus and nitrogen are being restored to soils that the worn out conditions of many farm lands in the East may never be duplicated here; limestone is being used extensively to sweeten acid soils, and lands hitherto thought worthless are yielding up to seventy bushels of corn per acre by the addition of a single element—potassium.

Therefore wealth in farm resources is not alone the condition in Illinois. There is wealth in resources plus intelligence in their conservation.

This same reasonableness, willingness to accept the responsibilities of riches as well as the pleasures, marks the policy of the state in other lines than agriculture. A

few years ago there was established a State Geological Survey which makes an inventory of the developed and undeveloped mineral resources and acts as a free information bureau for land owners and investors. Thus a prospective buyer hardly can get cheated in a mine investment, notwithstanding his willingness. Also in the mines, Illinois not only provides work for 100,000 men, she provides protection for them. Illinois is the only state to have mine rescue stations where mine rescue cars are always in readiness to respond to a call for help within the districts they cover. In 1911 the minerals produced in Illinois exceeded in value \$145,524,000.

In manufacturing interests Illinois is the most important state west of the Alleghenies. The gross value of the products of manufacturing amounts to \$1,919,277,000 yearly. There are over 18,000 manufacturing establishments giving employment to 561,000 persons, and during the year 1909 the sum of \$364,768,000 was paid out in salaries and wages.

Probably nowhere does education come more easily to the youth than in this state where Lincoln longed with solemn passion for knowledge and obtained it so hardly. It is as if the denial of that great soul were projected into

(Continued on page 505.)

How Maine Is Forging Ahead

By GOVERNOR WILLIAM T. HAINES



WM. T. HAINES.

THE last census report of the Federal Government, for 1910, shows Maine's population to be 742,371, a gain over 1900 of 47,905, or 6.7 per cent. This is the largest relative gain of any decade since 1860—and more than one-third of the whole gain made in fifty years, which has been 18½. This gain appears small when compared with the average gain in the nation of 21 per cent. in the last ten years, but it appears very favorable when compared with the corresponding gain in other New England States and

the population which may be called urban, and 48.6 per cent. is in the smaller towns and may be called rural. The one noticeable thing, and one much to be regretted, is the fact that the gain in the urban population in the past ten years has been 12 3-10 per cent., while that in the rural population has been only 1 7-10 per cent.

The area of the State is 19,132,800 acres. Of this, 6,296,059 acres are in farms with only 2,360,657 acres in improved farm lands, which is 124,000 acres less than it was in 1880. We have 60,016 farms, an increase of 717 in ten years, with about the same average acreage—104.9 acres. This farm land, the buildings thereon, with farm machinery and domestic animals, is valued at \$199,271,904, an increase over 1900 of 62.8 per cent. The average price of farm land rose from about \$8 per acre in 1900 to nearly \$14 in 1910. There has been a relative increase in values of farm machinery and live stock, 95.7 per cent. of all of these farms are operated by owners and managers with only 4.3 per cent. in the hands of tenants, and 41,309 of them are free of mortgage. While the average mortgage debt on farms seems to have increased in the past twenty years 58.8 per cent., the average value of the same farms has increased 97.6 per cent., and while the average mortgage debt was given as 36.7 per cent. of the value of these

farms in 1900, it was given in 1910 as only 29.5 per cent. The most of this data is very satisfactory, and shows marked improvement in our agriculture during the past decade.

Comparing 1909 with 1899, we had 3,546 manufactures established in the State as against 2,878, with 79,955 wage-earners as compared with 69,914, and 4,860 salaried employers as against 3,103, using a capital of \$202,260,000, against \$114,008,000, paying \$43,429,000 in salaries and wages, against \$28,782,000, and turning out a manufactured product valued at \$176,029,000, as against \$112,959,000. The percentage of gain in product is 22.2 per cent. against 39.7 per cent. for the whole country. Lumber, pulp and paper continue to occupy the field as the leading industry, depending upon our forest products and unsurpassed water power. I am pleased to report these industries in a most prosperous condition. Cheap water power and contented labor allow our cotton and woolen mills to compete on a favorable basis with those in other States. The boot and shoe industry is probably in the best condition ever known in the history of the State. Other manufactures are also well sustained. The more recent development of our water power by hydro-electric methods is giving

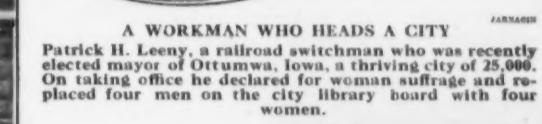
(Continued on page 505.)

People Talked About



AMERICANIZED CHINESE LADIES

Madam (at right) and Miss Lily Chang, wife and daughter of the Chinese Minister at Washington, the Hon. Chang Yin Tang. These ladies, as will be seen by the photo, have adopted occidental costumes, which become them exceedingly well. They are gracious and tactful women and are highly thought of in the diplomatic circle at the national capital.



A WORKMAN WHO HEADS A CITY

Patrick H. Leeney, a railroad switchman who was recently elected mayor of Ottumwa, Iowa, a thriving city of 25,000. On taking office he declared for woman suffrage and replaced four men on the city library board with four women.



AN UP-TO-DATE REDMAN

Long Time Sleep, a wealthy Peigan Indian of the Glacier National Park Reservation, Mont., the first Indian to join the American Automobile Association. He will take part in a 1200-mile automobile tour, in connection with which the Great Northern Railway will run an "Automobile hotel" train.

A LOST CHILD WHOM THOUSANDS ARE SEEKING

Catherine Winters, aged nine, who mysteriously disappeared in broad daylight in the business centre of Newcastle, Ind., on March 20th, while selling needles to raise funds for a missionary campaign. The mayor declared a holiday and 1000 men engaged in a vain hunt for her. All the gypsy camps in Indiana were searched without success. The mystery of the disappearance deepens as the days go by.

A WOMAN OF LEARNING

Miss Mary Bidwell Breed, of Catonsville, Md., who was lately appointed dean of the Margaret Morrison Carnegie School, the Women's Department of the Carnegie Institute of Technology at Pittsburg, Pa.

A SOUTHERN CLUB-WOMAN

Mrs. Anne Mims Wright, of Jackson, Miss., President of the Mississippi State Federation of Women's Clubs and member of several other important women's societies.

JAPAN'S CHIEF NAVAL GENIUS

Admiral Togo, hero of the Russo-Japanese War, recently promoted to be Admiral of the Japanese fleet. The appointment gave general satisfaction. Togo's greatest achievement was the victory at Port Arthur.

Lubricating the Motor

By HAROLD WHITING SLAUSON

ANATIVE of the Florida swamp lands had purchased a cheap motor boat without having had any previous experience with any form of gasoline engine. The motor ran well for a while, but one day it began to labor, squeak and pound enough to attract the attention of a visitor standing on the shore. "Hey," he called to the owner's son, who was running the boat alone at this time, "you'd better fill your oil cup; your cylinder needs oil." "Oil," drawled the would-be marinier, "what in tarnation is that?" The good Samaritan tried to explain the necessity for thorough lubrication of the motor. A new light broke upon the face of the son of his father; he understood. "Well, doggarn the ole man anyhow," he complained, "I'll have to tell him to git some o' that thar."

There are many would-be motorists, who do not have a much clearer idea of the importance of "that thar" than did our Florida friend. They may know that *some* oil should be poured into the reservoir but they are absolutely in the dark as to the importance of quality as well as quantity consideration.

A lubricant is the mechanical soothing syrup that holds within safe limits the temper—and temperature—of two surfaces that would otherwise rub in direct contact with each other. A high temperature of a bearing or other moving part is the result of irritability or friction between the parts in contact. The proper lubricant reduces this tendency by interposing a film of itself between the moving parts, and also serves to carry off what heat is formed by the friction. There is probably no class of service in which a lubricant is submitted to more severe treatment than in gasoline engine work. In addition to the great pressures which tend to squeeze the oil out from between the bearing surfaces, the high speeds at which the parts revolve generate a degree of heat against which an oil of inferior quality would not "stand-up."

But the bearings are not the only points of friction in a motor car engine; the pistons and cylinders come in for their share of rubbing—and a continuous rubbing it is. With each revolution of a motor having a six-inch stroke, the piston rubs over a length of one foot of cylinder surface in each cylinder. This means that during each minute of normal car travel, each piston rubs up and down throughout a quarter of a mile of cylinder surface, and thus a mile is covered each minute by the four cylinders. This is a higher rate of speed than would be obtained by the car itself with the engine running under these conditions. Is it any wonder that cylinder lubrication is a problem to which motor designers have been devoting so much of their time? And when we consider that, in addition to this constant rubbing, the oil is subjected to a temperature two or three times greater than that required to boil water, it will be seen that the motor car driver should familiarize himself somewhat with the practical features of lubrication. By proper attention to this detail, even a mediocre motor may be made, seemingly, to run perfectly, while the best designed engine may be absolutely ruined through a lack of sufficient lubrication or by the use of a poor quality of oil.

Every oil is slippery and greasy, but that does not mean necessarily, that it is suitable for motor car lubrication; in fact, an oil possessing only these attributes may be almost as bad as none at all, for a lubricant that is too heavy or sticky may clog the parts that should be free and seriously interfere with the smooth running of the bearings and pistons. An oil should be as thin as possible, but not so thin as to be squeezed out of the bearing. This means that lubricants of different consistencies should be used in different parts of the car, and that transmission oil or grease cannot be substituted for the lubricant designed for the cylinders and motor bearings.

The thickness of an oil, or its unwillingness to flow, rather, is known as its viscosity. As the temperature of the oil is raised, it becomes thinner. For this reason, the drivers of early motor cars used a less viscous oil in winter than in summer, because the lubricant, when thickened by the cold, would not flow readily through the passages of the gravity oiling systems. The mechanical oiling systems now in use, however, with their positive circulation, care not whether the oil be thick or thin—they send the lubricants to all vital places with a certainty that brings a look of envy to the faces of those drivers who labored with the old style of "drip feeds."

But because modern lubricating systems are automatic and operate as soon as the motor is started, let it not be inferred that there are no such things as lubricating troubles now-a-days. There are—and there will be as long as careless drivers, inferior oil, and unscrupulous

dealers exist. The driver must keep the oil tank filled with fresh lubricant and see that the pipes and other passages are free. The best automatic system cannot supply oil to all moving parts if there is no oil to supply, and it is not to be expected that the small pressure required to circulate the lubricant under normal conditions will serve to overcome the resistance of gummed oil, sediment, or other obstructions placed in its path. Drawing off the old oil at the end of a stated number of miles and cleaning out the tank, pipes, pump and bearings once each season do not constitute the entire duties of the driver. There is a certain type or grade of oil that is suitable for that motor; there *may* be other oils "just as good," and there certainly are still other oils that are far worse; it is "up to the driver," or owner, to get the one and not the other.

Aside from the necessity for the use of an oil of the proper consistency adapted to a certain motor because of the weight of the moving parts and the speed at which they revolve, the question of the "flash point," or temperature at which the lubricant gives off an inflammable gas, becomes an important consideration. It is impossible to produce an oil that will withstand the temperature of the combustion chamber, for this nearly approaches the melting point of certain kinds of iron, but as by far the larger portion of the oiled cylinder is not exposed to the heat during the explosion, an oil having a flash point of from four hundred to four hundred and fifty degrees will serve its lubricating purposes well.

But some of the oil will find its way above the piston or will be left on the cylinder walls just after the explosion has occurred. It is upon the nature of this oil that rests the decision as to whether the cylinder and piston will be covered with a gradual accumulation of that bane of many motorists—carbon. There is carbon in all oil, for by its very composition it is a hydrocarbon, or chemical combination of hydrogen and carbon. It is the free, or uncombined, carbon, however, that causes the trouble, for this remains after the rest of the oil has been burned. If there *must* be some of this carbon residue it is better that it should be left as dry powder that will soon be blown out with the exhaust, rather than in the form of a sticky mass that adheres to all parts of the cylinder and piston heads, collects the dust breathed in through the inlet valve, and gradually hardens as it is subjected to the rapid heat fluctuations. It is the freedom from carbon residue, or the form in which this residue is left, that really makes one oil more suitable for use in a certain motor than is another of the same thickness and lubricating qualities.

It may be assumed that the oil recommended by the manufacturer of the car is well suited to the especial requirements of that engine. This does not mean that none other will serve its purpose in that car, however, for there may be other lubricants on the market of the same grade and quality. But before making a change from the oil of the brand supplied by the car manufacturer, it is well to make certain that the proposed substitute is of the proper consistency and quality. Oftentimes a change in the lubricant has greatly improved the running of the motor; but such a change may sometimes be for the worse, as well as for the better. For example, the same kind and grade of oil that is suited to an automobile should never, under any conditions, be used for the lubrication of a motorcycle engine. This is a mistake that many a motorist is prone to make, but it is liable to bring him to grief.

If the wrong grade of oil has been put into the motorcycle crank case or oil tank, it should be drained out, and a few tablespoonfuls of kerosene poured into each cylinder through the priming cup or spark plug opening. The motor should then be turned over vigorously for a few moments with the spark cut off or the throttle closed, so that no explosions will take place. This will serve to work the kerosene into the rings and eventually beyond the piston and into the crank case. The kerosene will be distributed to all parts of the motor and will dissolve all of the gummed oil with which it comes in contact. The kerosene should then be drawn off, and the motor will be ready for its fresh supply of lubricant. It is well to do this at the end of every 400 or 500 miles of use of the motorcycle, for by this time the oil that may remain in the crank case will have become dirty or "worn" and unfit for efficient use. The pipes should be washed out thoroughly in this manner at least once a year.

There is one kind of oil required for a water-cooled motor and another must be used for the air-cooled type. These oils are not interchangeable for they are intended to be used under entirely different conditions of service.

Although the majority of modern motorcycles are pro-

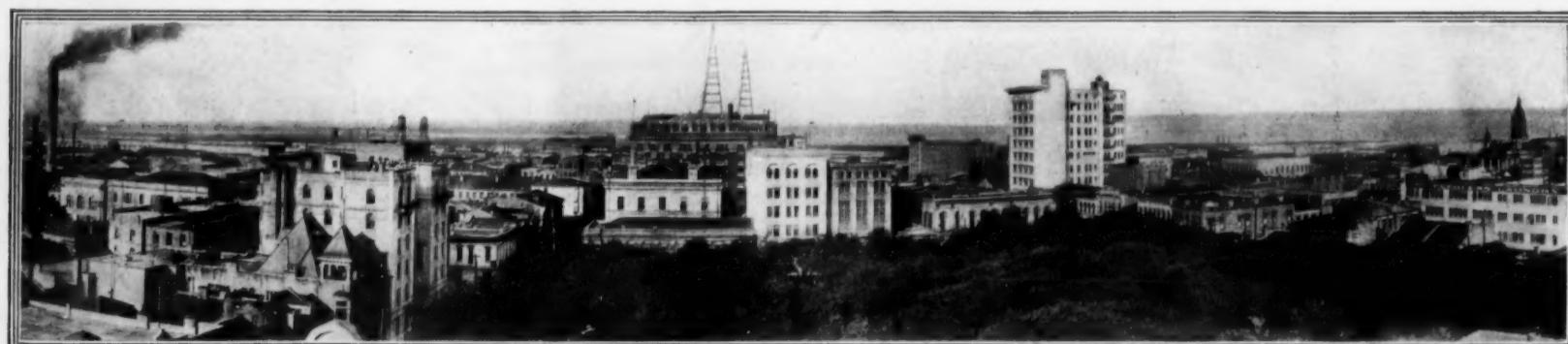
vided with mechanical oiling systems that supply a positive amount of lubricant to the moving parts of the motor, they are, as a rule, set for normal speeds of travel. If high speed is to be maintained for any extended length of time, it is well to use the hand oil pump occasionally, for the heat generated at high speeds of motorcycle engine revolution is much greater than at low speed. It must be remembered that an air-cooled motor depends upon the proper cylinder lubrication for a large portion of its effective cooling. If the proper supply is diminished, the piston will expand from the intense heat, and will soon bind in the cylinder. When this "seizing" takes place, the motor will slow down and then stop. It cannot be started again until the piston has cooled and has contracted to its proper size. In order to make sure that any burned or gummed oil is removed from the piston and rings, a tablespoonful or so of kerosene should be poured into the cylinder, and the motor turned over with the pedals or hand crank until the parts move freely. Then liberal quantities of cylinder oil should be squirted on to the cylinder walls, and the motor again turned on until the rings and walls are thoroughly lubricated.

In view of the great variety of both good and bad oils on the market, and the fact that only a restricted number of the former will be suitable for use in a certain motor car, it is small wonder that each motorist will have his "favorite" brand of oil. He may be fickle and may change his favorites, but while he is enthusiastic over a certain oil, he wants that oil and none other. He can buy this oil in one- and five-gallon sealed cans, but he must pay more for it in this form than if he purchases it in bulk, for the cans represent an additional investment both for the material of which they are composed and the space occupied by them. Oil purchased in bulk is drawn from barrels, and the customer must take the dealer's word for the fact that he is getting the brand of lubricant requested. He will be getting the specified brand if the dealer is reliable, but, as one oil manufacturer says, the automobile field is filled with dealers of another sort, who have a habit of supplying from one barrel as many different brands of oil as the motorist calls for. This very evidently defeats the purposes and advantages of sealed tins that can contain only the brand of oil indicated by the labels. The labeled and sealed cans, therefore, form an assured protection for the motorist who realizes the importance of using only that grade of oil that is especially adapted to his motor. In spite of the greater cost of the "canned goods," the motorist on tour might far better pay a little more for a lubricant that he knows will get him home safely than to try to save 20 or 30 cents on a gallon by trying to risk the purchase of bulk lubricant from a dealer concerning whose reputation he knows nothing. The effects of the use of a poor lubricant may not be felt during that particular trip but the damage will have been done and will become more apparent as the car is used under these conditions.

It is not to be expected that the average motorist will care to buy all of the oil that he uses in one-gallon cans or that he will be willing to pay for a fresh can each time he purchases five gallons of oil. If he is confident of the integrity of his dealer, he may safely buy the oil that he desires in bulk, and may use the receptacles that he already has on hand.

But oil does not deteriorate, and is not inflammable, and consequently there is no reason why a lubricant cannot be bought in quantities and stored in some convenient place around the garage. Practically all of the brands of oil that are sold in sealed tins may be bought in barrels and half-barrels. There is a great reduction in the price of the oil when it is sold in this manner and if an unopened barrel can be obtained direct from the refiner or his responsible agent, there is a certainty that the desired brand and grade will be obtained. By purchasing in such quantities there is but little danger that the motorist will be without his favorite brand, and he may fill several single gallon cans to take with him on an extended tour. But if he is forced to purchase a new supply while away from home, he should buy a sealed can of a brand that he *knows* to be suited to his motor.

When all is said and done, the importance of proper lubrication of the motor cannot be over-estimated. With the positive feed systems now in use, the owner, or person to whom he delegates the duty, is solely responsible for the behavior of the pistons and bearings. To keep the passages free from obstructions, and the reservoir filled with sufficient oil of the proper quality, is not a complicated undertaking, but it is one on which the very life of the motor depends.



ONE OF THE IMPORTANT GATEWAYS OF THE SOUTH.

Panoramic view of Mobile, the leading port of the State of Alabama, and one of the most thriving communities in the South. Mobile is situated at the head of Mobile Bay, a commodious land-locked harbor. Steamship lines to New Orleans, New York and Liverpool and a number of railroads provide facilities of transportation to and from the port, whose commerce is large. The city has a population of over 54,000. According to the census of 1910, its manufacturing establishments number 126, employ over 28,000 persons, have an aggregate capital of \$5,250,102, and a yearly output of \$5,428,894. The assessed valuation of property in the city is \$32,126,902. Mobile is governed by a commission. It is one of the American ports which will have its commercial importance greatly increased by the opening of the Panama Canal.

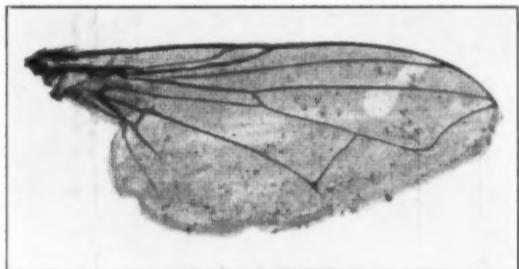
Fighting the Common House Fly

BY HOMER CROY



I REMEMBER when I was a boy my father asked me this question: What animal is just half way between the largest animal in the world and the smallest? I thought for a while and said that it was the sheep. Then he told me something that I will never forget—he said it was the common, everyday housefly. In other words an elephant is just as much bigger than a fly as a fly is bigger than a germ. Before I get through this article I will show you how small a germ is.

The fly has two claims to distinction. Besides being just half way in size in the animal world, it is the most dangerous animal in the world. It is the greatest criminal unhung. But its record is fast being found out and its thumbmarks, if that's a good way to put it, are being taken in every city in the country. Right this very day there is a big organization, with a representative in nearly every city in the United States, that is fighting flies tooth and nail. It is the American Civic Association, with Edward W. Hatch, Jr., of New York City as chairman.



Magnified wing of a fly.

This organization sends out thousands upon thousands of booklets telling how to get rid of flies. If a city wishes to start a campaign against the pests it will direct its maneuvers, telling the best kinds of poisons to employ and how to keep the flies from breeding. It sends out moving pictures showing the harm flies do, and even talking machine records are used with lectures on the harm that a fly can bring about. In fact, this organization can put on a whole evening's entertainment about the fly. They have the fly's number and they are doing all they can to send him to the electric chair. The old joke about the fly on the bald head isn't funny any more. That same fly has filled too many graveyards to make it funny.

The fly distributes at least seven diseases. Six of these are: Asiatic cholera, typhoid fever, dysentery, tuberculosis, ophthalmia and even smallpox. The seventh one is really worst of all and is carried by the stable fly, a first cousin of the common house fly. It is infantile paralysis. The fly may be even guiltier, for every year new crimes are found against it. It is the greatest criminal in the world. It is a well meaning criminal. It comes around in the guise of friendship, lights carelessly on a bit of butter, deposits a germ and wings its way on again. The germ is taken into the body and begins its work. Every time a fly bites you it poisons you, for it is certain to leave some kind of a germ.

Another joke that will have to be discarded is the one about rabbits being good mathematicians. They multiply so rapidly, you know. Well, the fly is a lightning calculator in comparison with the rabbit, for it multiplies many times faster. The average female fly can lay between one hundred and one hundred and fifty eggs in a day. In fact a fly under observation at the State Agricultural Station at Storrs, Connecticut, laid one hundred and twenty eggs in fourteen hours. It takes ten or twelve days for an egg to develop into a fly, which means that something like a dozen generations can be born in a single season. This means again that a single female fly, barring accidents, could by Fall be the parent of 195,312,500,000 flies. These figures don't mean anything to anybody, but here is another way of getting at it. Allowing a million flies to a bushel, there would be 195,000,000 bushels of flies all descendants of a great-great-great-grandmother, with a few wagon loads extra for good measure.

Of course no fly ever in the history of the world brought into being so many descendants. This is a theoretical case. This does not happen, on account of limitation in food supply; varying temperature carries off a lot of them, too, we're glad to say; and then they have their diseases that mow swaths in their ranks. This sounds too good to be true, but it is really a fact. Then there is a household myriapod, or centipede, that obligingly makes away with droves of them, and spiders know what they are doing when they throw out their webs. Spiders are not appreciated at their true worth. With all that millions of flies become full grown and get inside the house where they do their criminal work. There is a fat, sleek fortune awaiting the man who will invent some way of exterminating flies.

In the Spanish-American War flies killed four of our men to every one slain by Spanish bullets. Now when a nation goes to war the first enemy it charges is the fly. The reason that a fly can do so much harm is easily understood when you understand how many germs it carries. It is a sort of bacterial parcel post. Fleas on a dog are few and scattering in comparison with germs on a fly. Recently the experiment station at Storrs examined more than four hundred flies to get a line on the amount of germ baggage an average fly carries. The results are astonishing. It was found that a fly with only a thousand germs could hold up its tentacles and cry "Clean, clean!" to its companions. It didn't know the meaning of germs. The prize fly of all had 6,600,000 germs on it, but its victory wasn't an easy one, for it had some close competitors. Very, very few of these flies fell under a million germs each. To put it in the terms of our great national game, the batting average of a common, everyday housefly is something like a million germs. This is a lot more serious than it sounds, the way I have put it. Could an elephant carry six million flies?

A fly goes out and wallows around in a cesspool, or comes up from the stable loaded with germs. These germs tickle its legs and so every once in a while it stops and washes its hands, as we say. Every time it laves its hands it shakes off thousands of germs. They get into our food, into the air and begin their warfare on us. The falling of a fly into a glass of milk washes off thousands upon thousands of germs.

There are fourteen kinds of flies that frequent houses. The common house fly is of course the most numerous. In fact it forms 98 per cent. of all the flies found in a house. The worst fly that we have to contend with around the kitchen is the stable fly. It is the worst criminal of all; there is only one thing to be said in its favor: it isn't as plentiful as the house fly. The stable fly looks a great deal like the house fly. There is no real reason why it should be called the stable fly, for it does not confine itself to the barn. It does prefer the open, however. The adult stable fly feeds exclusively on blood, biting various animals. Cattle and horses are its particular prey and as a result it sticks close to the buildings warm blooded animals frequent. The stable fly stays later in the fall than the house fly. After feeding, the stable fly rests with its wings spread wide apart and its body elevated. Looking down on the stable fly, the mouth part may be seen; in the house fly no mouth can be distinguished. But when you are making away with flies you need not stop to see which the creature is; kill them all and be on the safe side.

The greatest crime that has been laid at the door of the stable fly is the carrying of infantile paralysis. This is the newest discovery in fly investigation. The Massachusetts Board of Health working at Harvard University made the discovery. A rigid investigation was instituted to find out how infantile paralysis was carried. As it was found that most of the cases occurred in the summer and early autumn, lasting until cold weather, it was thought that there must be some mode of transportation by insects. The investigators turned therefore to the theory of the insect carrier. Starting with a complete list of biting and blood sucking household insects which by their habits seemed suited to carry infection they began to eliminate the least likely. Fleas and bed bugs were ruled out first, for the disease occurred in households where these insects were unknown. Insect after insect was put on the witness stand, examined and given its freedom until the authorities came to the stable fly. They soon found they had closed in on the king of bacterial criminals.

Experiments with animals were made to find how the disease might be carried. Monkeys were infected with the disease by injection and then allowed to be bitten by stable flies. Then these flies were allowed to bite other monkeys. These monkeys came down with infantile paralysis, or as it is medically known, with *Stomoxys calcitrans*. In six

cases out of twelve the monkeys were stricken with the disease. Medical science moves cautiously, and it takes a number of experiments to establish a principle. Medical men eliminate every chance of coincidence or mistake. So at request the Public Health and Marine Hospital Service at Washington, D. C., made experiments along the line already

conducted at Harvard and the authorities in Washington agreed in every detail with the scientists at Harvard. Thus it was established that the stable fly carries infantile paralysis, one of the most terrible of all human inflictions.

The campaign of education to do away with flies is surprisingly widespread. "Swat the fly!" is almost as widely known as *E Pluribus Unum*. Even prizes are offered to school children for the best essays on "The House fly as a Carrier of Disease." The main thing to think about is how to get rid of the dangerous animal. A few minutes spent each day warring against *Musca domestica* will pay big dividends. Any method of getting rid of flies is a good one so long as it does the work. Fly paper is all right, but the trouble with that is that you have to wait until the spirit moves the little creature before he will offer himself up on the sticky altar. Early in the season is the time to go after them; one fly made away with in April will save a hundred in August. Get them early.

Pyrethrum powder burnt in a house stupefies a fly until you can sweep him up and put him where he belongs. A little of this burnt in the rooms in the morning—after which the rooms should be aired—will make the house exempt from flies all day. Twenty drops of carbolic acid dropped on a hot shovel or on any piece of warm iron creates a vapor that lays flies low. The common mignonette plant grown in jars and placed in a room makes things unpleasant for flies. A handy thing is the white clover. It is strange, but flies hate the odor of white clover. Have a little of this around in a vase and you will notice that the flies have business in the other direction. This clover should be renewed every day or so, for when it becomes dry it irritates the nostrils. A cheap and effective poison, not dangerous to human life, is bichromate of potash in solution. One drachm dissolved in two ounces of sweetened water and placed in shallow dishes will call the long roll for any number of the pests. Another remedy that for all purposes has few equals is a solution of formalin, or formaldehyde in water. A spoonful of this liquid in a quarter of a pint of water left exposed in a room will make the flies scarce in a very short time. Flies are sensitive to light; keep the window curtains drawn, all except one little slit, and they will gravitate toward it. Then you can easily drive them outside.

Here are some don'ts that should be clipped out by every housewife and pasted on the kitchen wall:

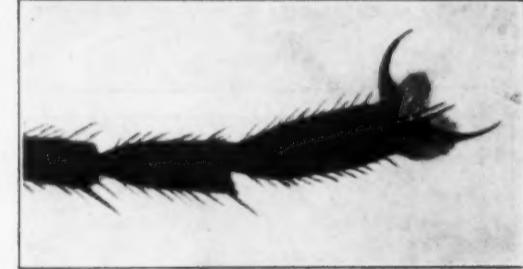
Don't let any garbage accumulate.
Don't let screen your house.
Don't let flies get near any one who is sick.
Don't let cupids sit around.
Don't let your food go unscreened.
Don't let flies crawl over fruit.
Don't forget to keep your kitchen well swept out.
Don't let flies have any food; without it they can't live.
Don't relax your vigilance.



Flies infecting a piece of cake.



How the fly infects the baby's milk.



A fly's foot, magnified.

Flies are the result of civilization. Where man goes the fly follows. That sounds strange but it's true. When the towns in the west were first settled up there wasn't a single fly to be found. Meat could be left unscreened without the slightest bit of danger, but in a short time after man settled down flies came. This was because of the filth man left. Flies breed in it; without it they can't live. Cleanliness is sure death to flies.

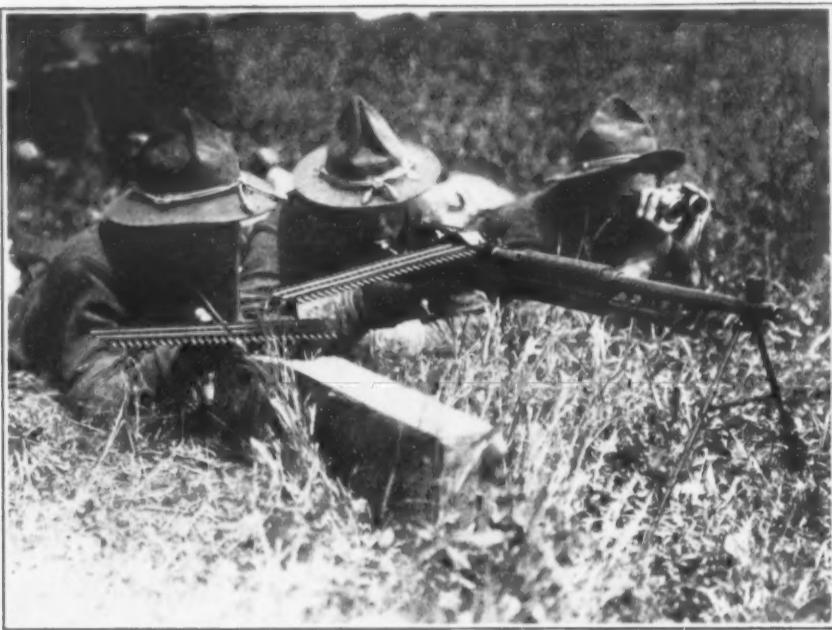
Flies under observation have been known to travel seven-eighths of a mile. This with their own wings. Of course by getting on animals or in moving vehicles they can go any distance. It does not take them long to get around, you may be sure of that.

Another strange thing, before I close, is that flies are born full size. They come from cocoons and the day they are freed they are as big as they ever get. When you see small flies, they are not necessarily young flies, but flies of another species.

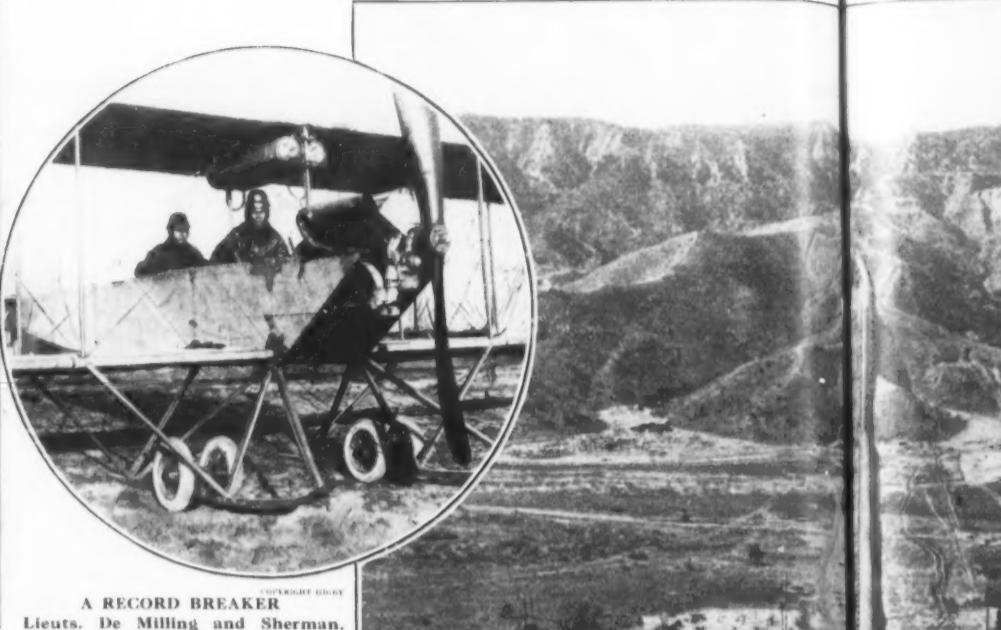
The stable fly is particularly dangerous on account of its double life. Part of its time it spends out doors, picking up foul diseases. Then it comes into your house when your back is turned and bites you like a serpent in the grass. Then sickness sets in. The stable fly has a black past.



Pictorial Digest of t



THIRTY BULLETS TRAVEL THREE MILES IN TWO AND A FIFTH SECONDS. BLOOMBERG
The new rapid-fire gun with which the army is now experimenting. The trigger is pulled but once to discharge a clip of thirty cartridges. Its high percentage of hits is said to make one gun as deadly as 250 riflemen in action.



A RECORD BREAKER
Lieuts. De Milling and Sherman, U. S. A., landing in an aeroplane at Texas City, after breaking American duration and distance record in a flight to San Antonio and return. COURTESY BLOOMBERG



THE SEASONED MEN FIGHTING THE BALKAN WAR
Some of the rough, hardy mountaineers whose courage made Turkish resistance at Adrianople, Yanina, and Scutari hopeless. COURTESY INTERNATIONAL NEWS



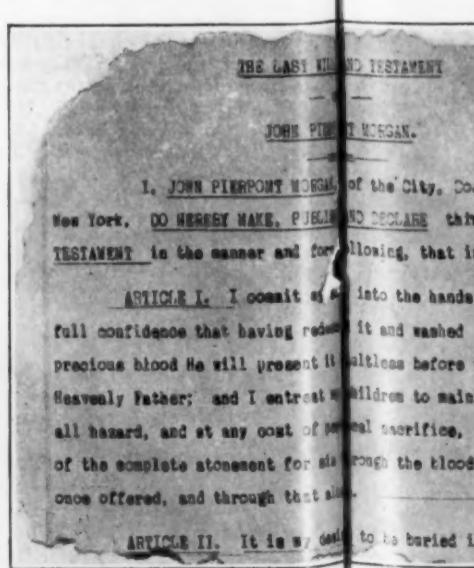
LOS ANGELES WILL DRINK SIERRA NEVADA
Part of a wonderful pipe-line which will bring mountain water across 235 miles, 100 million gallons a day. Its dedication is set for the first



A MILITARY MAP MADE FROM AN AEROPLANE
Sketched by Lieutenant Sherman while flying in the army aeroplane shown at the top of this page. The map is quite intelligible to army men and shows the practicability of diagramming unknown country. ARTICLE I



A CATHOLIC CHAPEL ON WHEELS
The first motor chapel built in this country. It is fully equipped with altar, organ, chimes, and other fittings, and is in service along the Rio Grande and other parts of southwest Texas, where the population is too sparse to support churches. ARTICLE II



A REMARKABLE PARAGRAPH IN A GREAT FINANCIAL WILL
A photograph of the first part of the will of the late J. Pierpont Morgan, showing how large a place in his thoughts was occupied by money, which he supposed to have no place in a small Street financial will. ARTICLE III

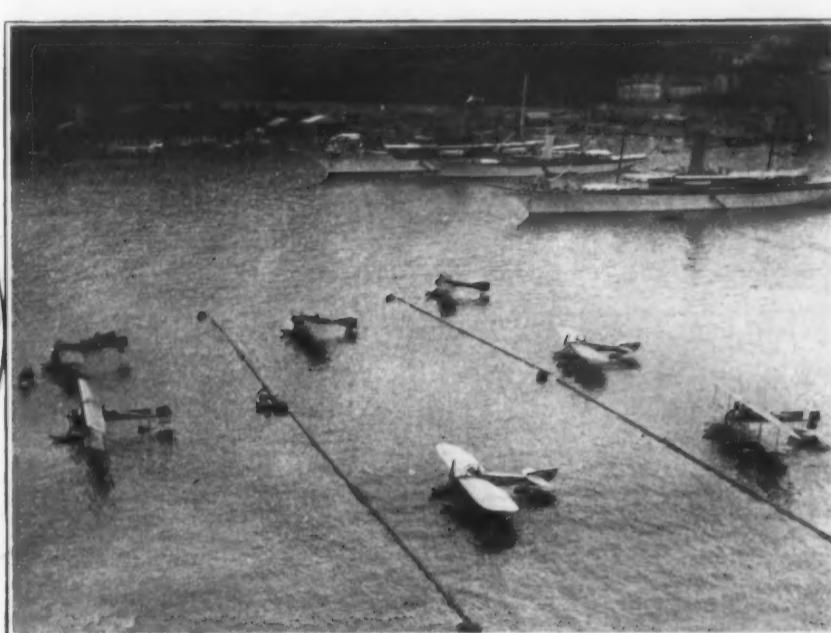
of the World's News



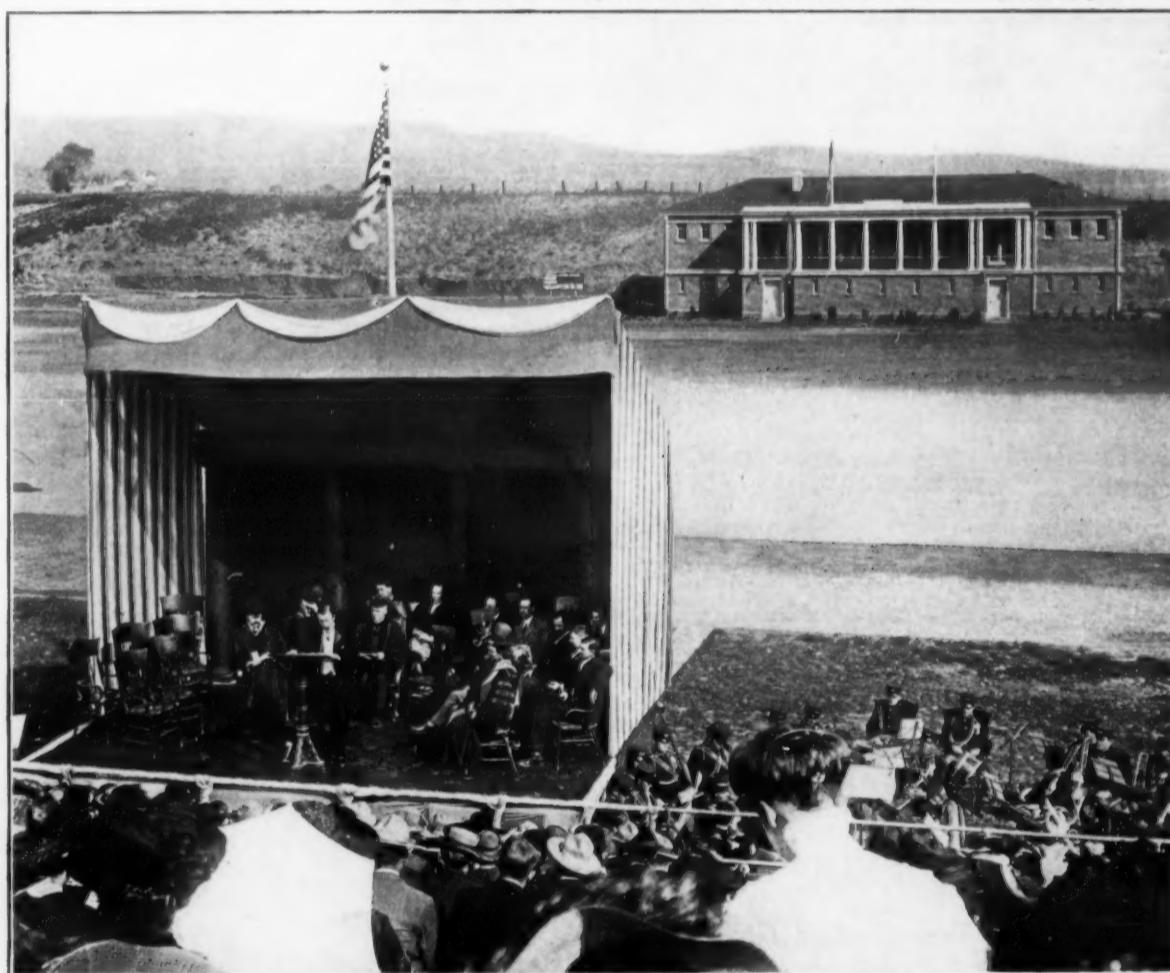
LOS ANGELES WILL DRINK SIERRA NEVADA WATER
A large concrete pipe will bring mountain water across 235 miles of desert and plain, giving Los Angeles 238,000,000 gallons a day. Its dedication is set for the first week of June.



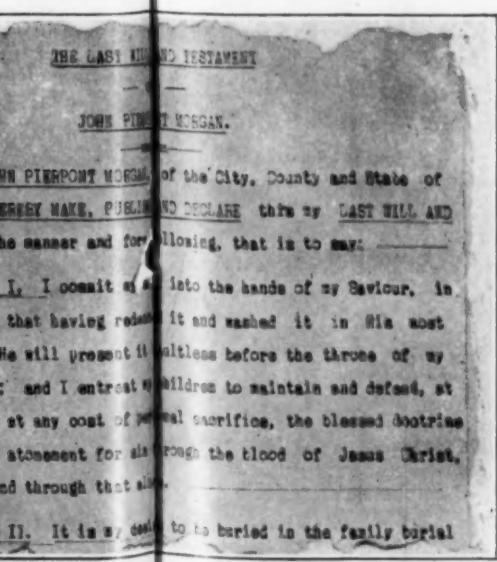
A NEW SPEED BOAT
A modern hydroplane near Monte Carlo. It travels with about one-half its length out of water; when it strikes a wave, it leaps like a porpoise.



FLYING BOATS RESTING ON THE WATER LIKE DRAGON FLIES
A fleet of flying boats ready for the start in a race recently held at Monte Carlo. They can fly through the air or dart through the water at will. The nautical test here was a prerequisite to entering the race. The peculiar craft has introduced a new and exciting form of sport.



A NEW ATHLETIC FIELD FOR THE UNIVERSITY OF NEVADA
Mr. Clarence Mackay announcing to the University his donation of the Mackay training quarters and athletic field. He and his mother had previously given to the University the School of Mines, endowed with \$150,000.



A GREAT FINANCIER'S WILL
The first part of the will of the late J. Pierpont Morgan, showing how his thoughts were occupied by matters which are popularly known as no place in a Wall Street financier's philosophy.



AUTO MOVING-PICTURE OUTFIT IN THE PHILIPPINES

A unique device of Mr. J. L. McLaughlin of the American Bible Society. The Filipino cock-pits are used as amphitheatres for the picture show, and admission is secured only by buying a copy of the Bible. On one trip he sold 31,000 Bibles in 54 nights.



HOUSECLEANING AFTER THE FLOOD
A lady of Hamilton, Ohio, who refused to be down-hearted because her own clothes were ruined in the flood, and all the furnishings of her home ruined.



EUGENE ZIMMERMAN,
The noted cartoonist, "ZIM"

SAY, George," sang out the Old Fan; as he dropped his paper, bit off the end of a fresh cigar and made a Hal Chase catch of the match which the clerk tossed from the lee side of the stogie counter, "I'll admit readily that our friend Ty Cobb has furnished a great deal of the fireworks attendant upon the opening of the 1913 baseball season, but it looks to me as if the Georgia Peach has stubbed his toe and is going to find an 'out' decision chalked up against him. As you are well aware, son, some time ago the hustling Tyrus demanded a paltry \$15,000 for his services this year and was promptly, and thereafter repeatedly, turned down by President Navin of the Detroit club. Navin later offered Cobb \$12,500 a year, but it was reported Ty was offered \$15,000 by an automobile firm to act as its salesman. Now I do not mean to suggest that the greatest base runner of them all is to be put on the skids and whisked out of baseball. Far from it, Cobb is too great a card for the American league to lose, and it is possible that before this little talk of ours can get into print, the warring parties will come together and smoke a temporary peace pipe.

"But Ty is not likely to get the salary he requested. It is doubtful if he is worth \$15,000 a season simply as a ball player, but as a drawing card he would be worth that and more to the Detroit club in particular and the Johnson organization in general. There is no question that the Tigers are anything but a classy outfit without him and every fan knows that thousands of people yearly purchase pasteboards simply to see this modern baseball marvel perform, without caring a hang what the remainder of his team mates may do. Looking at it from the standpoint of increased gate receipts alone, it would look like a good business proposition to pay the boy what he wants.

"But there is another side to the question. While Cobb is a wonder, he is not the only great player engaged in the national pastime, and were he to be successful in his fight against his club, next season and all seasons thereafter would undoubtedly see many of the green diamond's prize beauties taking pattern from his example and holding out until they forced the club owners to pay them similar steep salaries. That the major leagues can afford to pay all their stars \$15,000 or nearly that sum is out of the question, and as Cobb was the one who raised the issue, the fight will be made on his case.



A weird assortment of new curves are being shown this season.

"It is generally understood that Navin has been perfectly willing all along to pay his feature performer something in excess of ten thousand, but that his limit is considerably this side of the star's demand. In the stand he has taken, the Detroit club's president has been backed by President Ban Johnson, of the American league, and the other club owners. Recently Navin said: 'It is conceded by most fans that Cobb is the best ball player in the world, but he is also the best-paid player. However, he did not make baseball, the game made him. To give in to him would be to concede that he is greater than the game, and would make a jest of the laws governing the sport. Instead of reporting for spring practice, and giving the club the benefit of his experience, Cobb organized a barnstorming team and went through the South featuring himself. I think he will eventually recognize his fault, but until he does there is no understanding between us. I have put up with a great deal from Cobb and now there must be a show down.'

The Old Fan Says:

"Ty Cobb should remember that there's many a put out made between First and Home."

By ED. A. GOEWY
Illustrated by "ZIM"



ED. A. GOEWY,
"The Old Fan."

"This sounds like a pretty fair statement, for Cobb is well paid and has been pampered fully as much as have Hans Wagner and some other 'prima donnas' of the ball lots. Whether the Georgian signs now or later, it's a good bet that he will be treated in future just like the other players on his team and that if he reports late at the ball parks, shirks batting or fielding practice or demands any unusual privileges, something will be heard to drop. He has started something this time that will probably cause all of the managers to tighten the reins on their men and keep the pets of the fans walking closer to the line than ever before.

"It is understood that President Johnson hasn't looked upon Cobb with any too great favor since the time last year when he assaulted a spectator at the New York ball park, and, when indefinitely suspended, went on strike with the other Detroit players. The failure of the Tigers in last season's race has, by many old timers, been partially attributed to the friction caused by these incidents. The Detroit club lost money in 1912 and many cannot see why Cobb should now demand this enormous salary.

"And right on top of his stand in the Cobb case, President Johnson came out with another wallop that no doubt severely jarred the equilibrium of several ball chasers and their advisers in the players' organization. In plain English Ban stated that offending players in the American league this season will be suspended without the formality of a hearing, as has been the case heretofore. The big chief made this statement as a reply to President Fultz, of the players' fraternity, who had requested that punishment

of men removed from the grounds by umpires be withheld until their side of the case could be heard. Johnson has taken the stand that ninety per cent. of the suspensions meted out are because of the use of profane language, an evil which he says has required years of persistent work to reduce to its present minimum. Discipline is going to be maintained in the American league and we should be mighty glad of it.

"And just for a minute let us return to this same Ball Players' Fraternity and their intention to ask the National and American league club owners to pay salaries to their players during the spring training season. A veteran baseball man had this to say on the matter the other day and he appears to have the correct dope. Owners of major league teams would welcome a resolution from this players' union making such a request, because it would mean the saving of thousands of dollars to the magnates annually. Why? Because the Southern trips would be done away with and the players would be forced to get into condition and do their training at their own expense before the opening of the season.

"Any old timer will recollect when spring training trips were a novelty and the men taken on them were considered



"Joe" Tinker, new manager of the Cincinnati Reds, posed in front of the horseshoe of American Beauty roses, presented by admiring fans.

most fortunate and highly honored. To-day it is different. The players not only expect the trip with all their expenses paid, but they also want pay for the time spent in getting themselves into condition to earn their salaries. Can you



Mutiny!

think of any other line of business where an employer is expected to pay for the privilege of putting his employees into shape to earn their pay? You bet you can't.

"The ball player generally appears to be of the opinion that the club owners make a mint of money every year. The fact of the matter is that there are many clubs that are not making a profit that any business man would consider a fair one. The Washington club, with all its

wonderful success of 1912, made less money than during the previous year. The Red Sox, the pennant winner, was a doubtful proposition until after the first of July, and even with the receipts from the world's championship series, was not a big paying investment. Here is the reason. There are a number of men on the Boston and Washington teams who are drawing salaries of more than \$5,000 per year. And salaries in all the clubs are being increased annually, but unless a team is playing winning ball, the attendances are rarely large enough to more than offset the many expenses, which include rent, taxes, training trips, and hundreds of other incidentals. Perhaps you never thought of it, but some of the winning clubs in the International league and the American Association are better financial propositions than some of the outfits in the major organizations that play

poor ball year after year.

"Club owners, players and league officials are still bemoaning the fact that the season opened in the very midst of a rainy season, and that practically all of the clubs were unable to get away with a good start. More games had to be postponed during the first ten days than during any year for a very long time, and this early sowing of the crop of double headers will please no one but the fans—who dearly love to see two games for a single admission. The postponing of games early in the season when the waiting fans are just crazy to witness the sport after the long winter lay-off, means a big hole in the gate receipts, and it is probable that many double headers will be played off early this year. To wait until the latter part of June to work off some of the postponements might be dangerous, for we may have plenty of rain later on and many more contests will then have to be 'put on the ice.' Here's hoping that the weather sharp will treat us better for a month or two and the owners need the money.

"By the way, George, do you know that there's a wicked baseball trust? Some Congressman discovered it and wants it investigated. It's all on account of Ty Cobb and his fight with the Detroit club. Well, why shouldn't Congress give some consideration to the great subject of the national game? It has wasted much time over less important things."



The Washington's big job.



Some of the youngsters are putting it all over the veterans so far this season.

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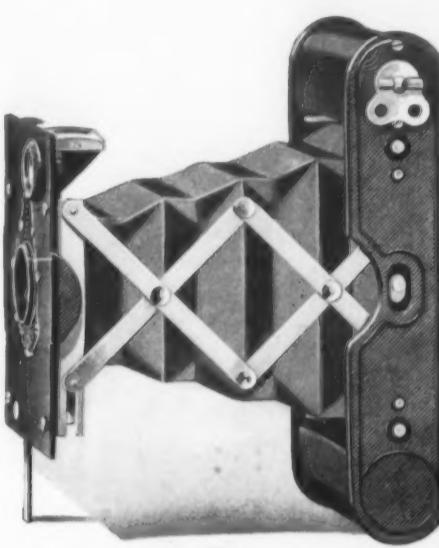
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An American Gunboat's Mascot.

By CLARKE IRVINE.

MONG? Oh Mong! Where is that piece of toast?" "Hallo, it's coming light now." This may be heard any day at any meal on board the little midget gunboat the U. S. S. *CALLAO*, one of the smallest boats in the service of Uncle Sam, in the South China division of the Asiatic Fleet. "Mong" is a Chinese lad only 14 years old, but he talks American like a real sailor, and he is a good sailor, too. The boy has been on the ship for over a year and can talk and josh with the boys like a veteran.

The lively little fellow is the son of a "sampan," or small boat, woman, who is hired by the crew to take them ashore. He does all the work on the mess for the 27 men of the crew. In the morning he comes around with cups of steaming coffee and deposits them for the men to drink as "eye-openers." He comes at night with the same drink, as a "nightcap." If a fellow wishes a piece of toast to go with the eggs at breakfast the boy only needs to be told once and he soon gets the hot toast. Anything that one wants the boy gets in short order.

When payday comes he is bashful and the boys all chip in and about 25 or 30 dollars goes to the boy, which he gives to his mother. He is the undisputed mascot of the vessel, although there is a cat and a dog. When there is a shore party the boy most always goes and he is a fine funmaker as well as an interpreter. He likes shows and autos and is delighted to go on sight-seeing expeditions into the labyrinthine city of Canton.

In the picture he is seen just as dinner is about to be served. At his left is the ship's coffee pot hanging on the "jack stay." At his sides are the mess buckets which he pumps full of water for washing the dishes. He is speedy and is not long on the work of the day.

We bought him a slate and carved the alphabet on it and now Mong can repeat it without any trouble. He writes the letters almost as well as any youngster in the primary grades of our own schools. He can count up as far as he has time. Simple words such as "dog," "cat," and all the tables he can read and spell correctly. He is smart and is the pride of the ship.



Mong, the sprightly little Chinese boy who is mascot of the U. S. S. "Callao."

When we carried Admiral Nicholson from Whampoa to Canton he wanted to buy the boy, but the faithful little fellow refused the proposition as did the crew, with emphasis. The Admiral spoke with the boy and asked him how he was. The boy replied, "Very well, sir." The admiral laughed and then tried to get him for his mascot. But there was "nothing doing."

He is a little bashful and I had a hard time getting him to pose for the snapshot. But having promised to give him first look at the photo, he stood in front of the funnel and was promptly snapped.

Mong is the only Chinese boy who can box like an American. He has seen sparring matches and little scraps that have sharpened his wit and now he is always boxing with some member of the crew. His favorite prank is to watch and wait for the men to bathe when he steals up and dashes a large cup of ice water upon their bare backs. This always creates a yell from the surprised bather and the boy dashes away to be later caught and chastised.

He engages in wrestling matches and is as lithe as a snake, his muscles run and bend like a piece of rubber. He is about as easy to catch as a trout without a hook and line. Being so small he can hide in many places where a man would not think he could get.

Mong is always happy and is with the rest for fun and amusement. If he were not on the ship it would be dead. In a few months he is to be sent off to school, where his knowledge will be extended.

Vocations for College Women.

THE college girl, as well as the college boy, now asks on commencement day, What shall I do? With the girl graduate it used to be simply a question of finding a place to teach, but now many fields of remunerative employment are open to educated women. Miss Ada L. Comstock who resigned from the deanship of women at the University of Minnesota to accept the position of dean of Smith College, collected much valuable data on the subject, which the University of Minnesota has issued as a booklet under the title, "Vocations Open to College Women." The purpose of the bulletin is "to suggest to women students a number of lines of work which are open to them and to outline briefly the nature of each, the rewards it offers and the preparation which it demands."

Many lines of work are suggested, but the following special ones are graphically described by an expert in each branch: Work of associated charities, commercial photography, domestic art and domestic science, institutional management, interior decoration, librarianship, municipal research, work in newspaper offices, portrait photography, probation work, secretarial occupation, settlement work and vocational art. The college girl eager for something worth while to do need not wait in vain. For several years the Intercollegiate Bureau of Occupation in New York and the Women's Educational and Industrial Union in Boston have covered the field in the East. Similar agencies, probably, will soon be started in the Middle West. Until this is done, the bulletin described above, which may be secured from the University of Minnesota, will give college women much desirable information on about seventy distinct lines of work.

Books Worth While.

THE BURDEN OF A WOMAN. by Richard Price (Houghton Mifflin Co., Boston, Mass., \$1.35 net). An ordinary situation that is saved from mediocrity by the author's clever insight into human nature.

ELECTRICITY—ITS HISTORY AND DEVELOPMENT. by William A. Durgin (A. C. McClurg & Co., Chicago, \$1.00 net). An analysis of the mysterious force that is lucid and plain and helps the average person to a better understanding of electricity.

HEROINES OF MODERN PROGRESS. by Elmer C. Adams and Warren Dunham Foster (Sturgis & Walton Co., New York, \$1.50 net). A well-written and very readable series of autobiographies of prominent women of the 19th and 20th centuries.

ONE WOMAN'S LIFE. by Robert C. Herrick (The Macmillan Company, New York, \$1.35 net). Mr. Herrick has unveiled with strong and convincing clearness the real selfish character of a woman seeking social recognition.

MY RAGGIECKER. by Mary E. Waller (Little, Brown & Co., New York, 75c). A tender, touching, yet vitally strong, little story that bares a soul for the reader's delight.

THE PRINCESS ATHURA. by Samuel W. O'Dell (Thos. Y. Crowell, New York, \$1.25). A pretty romance threaded through a tale of the days of early Persian history.

HUMANITY. by F. C. S. Schiller (The Macmillan Company, \$3.50). A technical and abstruse series of metaphysical and philosophical essays invaluable to students of philosophical systems.

THE GASOLINE MOTOR. by H. W. Slauson (Outline Publishing Co., New York, 70c net). A very practical handbook of motor construction, the reading of which will benefit all motor users.

BUNKER BEAN. by Harry Leon Wilson (Doubleday, Page & Co., New York, \$1.20 net). The ludicrous story of a New York stenographer who spent an inheritance "importing" a mummy from Hartford, believing it to be the remains of an Egyptian ancestor.

THE BLIND WHO SEE. by Marie Louise Von Sagan (The Century Co., New York, \$1.20 net). A love story with the usual triangular complications.

THE INN OF TRANQUILITY. by John Galsworthy (Chas. Scribner's Sons, New York, \$1.30 net). A series of reprinted essays on Life and Letters, written in a light and understanding vein and fraught with charm.

THE BIBLE THAT WAS LOST AND IS FOUND. by Hon. John Bigelow (The New Church Board of Publication, New York, \$1.00 net). The author's own transition to a bold faith in his restored Bible is feelingly told and the whole book is a strong blow to the scepticism which seem a barrier to many in the way of their acceptance of the Christian religion.

MEMORY AND THE EXECUTIVE MIND. by Arthur Raymond Robinson (M. A. Donahue & Co., Chicago, \$1.50 net). Treats of memory development and effectiveness and consequent success. A volume that will prove of daily mental and moral uplift.

BUSINESS PSYCHOLOGY. by Christian D. Larson (New Literature Publishing Co., Los Angeles, Calif., \$1.00 net). A good book of self-help to those who would succeed in business.

THE PRINCESS AND THE GOBLIN. by George MacDonald (J. B. Lippincott Co., Philadelphia, 50c net). A delightful story for the little folks, simplified by Elizabeth Lewis.

THE STORY OF LIFE. by Stephen French Whitman (Chas. Scribner's Sons, New York, \$1.35 net). A fascinating book with an unusual type of hero. It somewhat resembles "The Garden of Allah" and Robert Hichens style of writing.

GENERAL MALLOCK'S SHADOW. by W. B. Maxwell (D. Appleton & Co., New York, \$1.30 net). An English story of a vigorous old general so heroically striving to free his name of a stigma that he enlists your sympathy and wins your admiration. The book also contains the love element in the romance of the general's daughter.

THE COLONEL'S STORY. by Mrs. Roger A. Pryor (The Macmillan Co., New York, \$1.25 net). A story of a chivalrous Southerner told by a lover of the South.

EVERBREEZE. by Sarah P. McLean Greene (D. Appleton & Co., New York, \$1.30 net). A love story intermingled with humor, philosophy and common sense.

THE IMPOSSIBLE BOY. by Nina Wilcox Putnam (The Bobbs-Merrill Co., Indianapolis, \$1.35 net). The unrelenting of a mystery surrounding a witty, vivacious boy who gets into all sorts of adventures. A fascinatingly written book.

THE SANCTUARY. by Maud Howard Peterson (Lothrop, Lee & Shepard Co., Boston, \$1.40 net). Social unrest among the laboring classes is the theme. A complicated love situation is handled with superior skill and force.

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How French Housewives Meet the Cost of Living

By E. DE MARE

WHILE housekeepers of all nationalities are at present fighting strenuously to cope with the high cost of living, the most successful of all in solving the problem is undoubtedly the housewife of France. Generations of thrifty descendants have taught her the science of economy, and she puts her knowledge to good use.

Aside from the independently rich, there are three classes of housewives to be considered in France: the laborer's wife, the clerk's wife, and the "petite bourgeoisie." The latter class is composed mainly of retired tradesmen or Government pensioners. But to whichever of these classes the housewife belongs, her chief preoccupation is to manage her exchequer in such a way that she will always keep within the limits of her income, and to do this she accomplishes well nigh miraculous feats of economy.

The laborer's wife has the easiest job, because she does not need to take appearances into consideration. She will seldom wear a hat, her children will be warmly clad in strong, but coarse material, and her husband will never need a boiled shirt or a stiff collar, unless he is called upon to speak at one of his union's meetings or some such momentous occasion. The wife's clothes, and those of her daughters, and often those of the boy, too, are of her own make, and seldom cost her as much as \$3. Her husband's Sunday best never costs over \$9.

Apart from the central general market, called "Les Halles Centrales," there are numerous local covered market places in Paris where food stuffs can be bought at a lower price than in the shops, and where local markets do not exist numerous hand-carts, loaded with every imaginable commodity, are stationed all along certain streets, from 7 o'clock in the morning till one in the afternoon.

The practical housewife, who must have a meal ready when hubby comes at noon for a hurried lunch, will be at the market or the selling place before the sale has fairly started, so as to profit by the fluctuations, before selling prices are settled for the day. She succeeds in saving a number of pennies in that way. Others, not so hard pressed for time, will wait till closing time and get real bargains, sometimes buying the remainder of a dealer's supply for a mere song.

The laborer's wife does her own washing. The city of Paris and private corporations put at her disposal large wash-houses, many of which are afloat on the river itself, where she can rent space for 3 or 4 cents an hour, and where suds, soap, drying-room, etc., are supplied at a nominal price.

The question of rent is the most troublesome, of course. It is impossible for the laborer's family to live near the center, where rents are enormously high. They must crowd into as few rooms as possible in a far away quarter near the fortifications, or, often, just out of Paris, miles from the factory, or else resign themselves to live in some of the squalid tenement houses still so numerous in Paris. A laborer's average pay is \$1.20 per day, and his rent will average at least \$5.50 per month. This includes taxes and water. Then, there is fuel. Coal retails at about \$13 per ton, and during the winter months the laborer's family will not use very much—less than one ton. Gas is used extensively, and the bill averages 45 cents in winter and 80 cents in summer, as cooking is done on gas stoves in hot weather.

The clerk's wife has the hardest time of all in her endeavors to make both ends meet. She has to live in a decent neighborhood, not too far from her husband's business, or in the suburbs, where she must take into account the cost of transport and lunch in the city. Her husband cannot go out with frayed linen or shabby clothes. She, herself, must be decently dressed and her children always neat. All this on an average of \$40 per month!

The clerk's wife cannot go to the wash-house. But she washes all the small pieces of linen in her flat, and only gives out the largest pieces of household linen. These will be returned to her only rough-dried. She does the ironing herself. There is a very slight compensation to these drawbacks. Whilst the laborer needs a large amount of heavy food, the clerk, who does no manual labor, needs less and lighter food, and this lessens a little the expense. The clerk's wife is an expert in choosing the right kind of food. She also goes to the market and is even more strenuous when driving a bargain than the laborer's wife. She knows how to cut and sew her own clothes, trims her own hats and makes her own linen, and is won-

derful in the discovery of public sales and bargain counters where material is cheap. Always neat, she knows how to appear even elegant in her home-made gear.

Of course, she does all the household work, and cooks the meals, always prompt to the minute when hubby comes home, and her flat is always absolutely clean and shining. When there are no children, she often takes a clerical position or becomes a saleswoman at one of the large department stores. A charwoman is then called in to do the heavy household work. With both salaries combined, financial difficulties are more easily overcome and a little savings bank account more easily started and kept up. But, however small the income, the French housewife makes it an invariable rule to deposit a small fixed amount in her savings bank every pay-day, and mighty few are the households in France which have not their little emergency fund.

When the children come, the wife stays at home. It would not pay her to work and leave the little ones in the hands of strangers. Anyhow, what with the children's care, and household duties, she has her work cut out.

A \$40 per clerk's rent averages \$10 a month! And clothes, light, fuel, etc., must come out of the rent. But, it must be said that almost all young couples in France receive as a gift, on the day of their marriage, sufficient furniture and household supplies to furnish their flat, and that there always exists a little nest egg, often made up together by the parents of the bride and those of the bridegroom. They are given a "start," however small it may be, but it is a great help, and certainly one of the great factors of their future prosperity.

The "petite bourgeoisie" has an easy job, as she can live where she pleases, and how she pleases. She must not consider "appearances" more than she cares to, and, when living in the suburbs or the country, can devote her time to the raising of poultry and growing of vegetables in her back garden. On the other hand, since the income is secured, she does not need to trouble over such contingencies as illness or accidents, as the laborer or the clerk's wife.

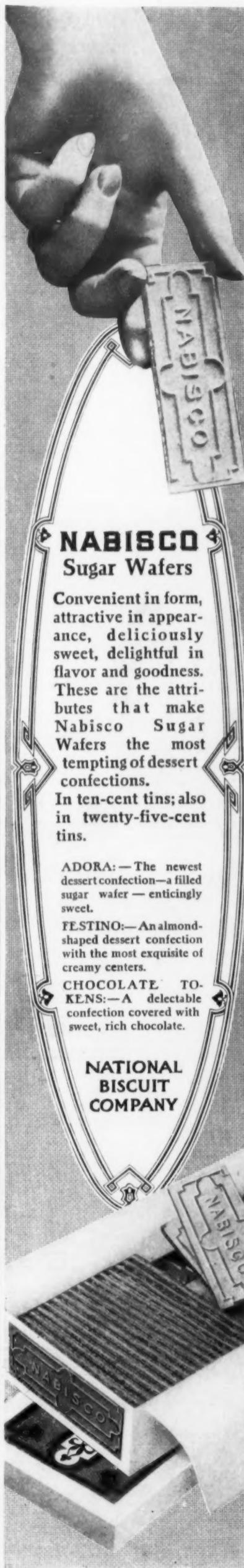
The chief distraction of these three particular classes of Parisians is a walk in their parks often culminating in a stroll along the boulevards, where beautiful things are exposed in brilliantly lighted show-windows. The wife profits by the stroll in marking down, mentally, the bargains she happens to notice on the way. Sometimes, the little family will indulge in a cinematograph or cheap show, but very seldom will they be seen at the theater, the seats being too high-priced. The Parisian wife is known for her thrift and economy and also for her loyalty which will make it almost a crime in her eyes to go beyond her income for anything.

Slave Girls in China.

ONE of the most effective forms of mission work in China is the Refuge for Slave Girls at Shanghai, founded about twelve years ago. While the "abolition of slavery" is one of the main reform planks of the new Republic, slave girls are still being brought into the home. "The Republic will do much for us," says Miss M. J. Henderson, the superintendent of the home, "but our efforts cannot be relaxed. We must assist in uplifting the helpless."

Some of the cases remind one of darkest Africa when the slave trade was at its height. Girls have been tied to the stake to die, they have had the flesh torn from their bones, their backs seared with red hot irons, red hot needles stuck into their little hands. These are a few cases taken from the records of the Refuge, but there are others, according to the *China Press* of Shanghai, that are very much worse. As a visitor passed through the Home, the superintendent pointed out a little girl that had been brought to them, bearing marks of long and constant ill-treatment and starvation. Finally beaten with fire-wood over head and body, she was thrown out by the road-side, covered with vermin, to die. When her benefactors found her, she used her two little hands as claws in resisting, crying, "You want me to die, you want to kill me."

Cases like this, found on the streets or sent to them by the courts, the Refuge takes, nursing them back to health where it is possible, giving them faith in humanity, and educating them in useful employment. The institution is undenominational and is supported voluntarily by those, mainly women, who are interested in the work.



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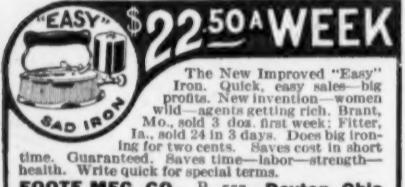
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Send for New Helpful Plan for Inventors

The Brave Young Ranger

By WILL C. BARNES

"My little gal's a darling, she loves me good and true, She likes to have me kiss her, and I sure like it too. She's the stuff, she's the stuff. That there Lulu gal is sure the stuff."

THE singer plunged his bare arms deep into the suds in a wash tub balanced upon the top of a pine stump, his hands keeping time to the old cowboy tune as he energetically rubbed a pair of faded green overalls upon the washboard.

It was a Sunday morning, and the ranger was doing his monthly washing. The young forest assistant who had recently come to this Arizona forest watched the laundry operations with interest, albeit not a little scandalized at the idea of such work on that day. "The better the day the better the deed," was the ranger's ready response to the surprised expression from the boy, as he set two five-gallon coal oil cans filled with water on a pair of iron bars lying between some rocks, and built a fire under them in preparation for the work.

"Besides," he continued, feeling that some slight excuse might help his standing, "besides, it's the custom of the country, and every last miner, prospector, cowpuncher, and sheep herder in this whole Territory is busy right now a-doing what I'm a-doing. Them that ain't doing the washy washy act are shavin' themselves and them that ain't doing that, are mendin' holes in their clothes.

"Moreover there's always a chance for a fire call," he continued, "and fire calls in this forest service mean business. You rides up on top of the hill back of camp some fine morning calculating to come right back and make out some of them everlasting reports those Washington fellers is always calling for; and away off yonder you see a little sliver of smoke in the sky. You ain't quite sure about it so you goes on a mile or so to get onto a higher pinnacle and first thing you know you are ten miles from camp and nothing on your saddle but your hatchet and field glasses. You fights fire with a lot of other men for four or five days, occasionally getting time enough to wonder what's happening to your cabin you left that morning with the door wide open and all your plunder open to the general public.

"When I first came into this service I was broke in by a supervisor named Shinn, over on the coast. What he didn't know about fighting fires wasn't worth knowing. He was the allfiredest man to smell smoke I ever saw. Say, boy," he said as he dexterously wrung out a green service shirt and hung it across the top wire of the nearby fence, "that man Shinn could wake out of a sound sleep and smell pine smoke fifty miles off, and he'd run a horse every step of the way to get to it.

"When I reports to Shinn he says to me, 'Son, there's one law on this here forest that stands out above all others. If your cabin's on fire and word comes to you that there's a fire on the forest, hit the trail. Leave the cabin to burn and ride like the dickens for the fire, for you can get a new cabin, but not a new forest.' Over on the coast the rangers call that 'Shinn's eleventh commandment.'

As the ranger hung the last of his laundry on the wire fence he thought he detected the smell of burning pine. He snuffed the breeze, like a war horse, for he had battled with the fiery element all the way down the coast from the British line to Mexico until he had stopped here in Arizona like some log drifting with the current, ready to go on again at the next flood. The very suspicion of fire was enough for this man, and he quickly saddled his horse and climbed to the top of the mountain above his cabin.

A rapid sweep over the country showed no sign of smoke rising from the district over which he held sway, but stop—what was that rising lazily above the thick fringe of timber that crowned the mountain far across the valley from him? *Smoke*. Just a thin, almost imperceptible wisp of it, but, smoke, unquestionably.

A quick return to his cabin and he threw a couple of cans of tomatoes into one saddle pocket, half a dozen dry baking powder biscuits into the other, with a little sack of ground coffee into which he had mixed a handful of sugar; and an empty tomato can which would serve as coffee pot and cup combined—when they should have time to eat at all. His ranger hatchet was slipped into the holder on the saddle; the water bottle was hung over the horn. With his heavy uniform coat tied on behind, for it gets cold in the mountains at night, he and the young forest assistant similarly outfitted, rode off.

When they topped the mountain over

which the ranger saw the wisp of smoke rising, his worst fears are realized, for therein the cloudless sky was a black pall boiling up from the heavy timber, miles to the west.

Well he knew the sign and its interpretation. "Pine timber," he growled as he snuffed the air heavy with the odor of burning pine; "over on old Baldy too, right in the middle of the thickest stuff we've got at that. Bet it's been burning for two days already—that black smoke means more than a common ground fire, it means big old logs and pitchy trunks. Well, Biltmore," to his companion, "we got our work cut out for us all rightee. Lordy, I do hope Jack has got a wiggle onto him, for it's in his district."

Down the rough mountain side they plunged and at a lonely ranch in the canyon the ranger directed the man there to ride down below a few miles to another ranch and pick up all the available men and bring them on after him to help with the fight. Twenty-five cents per hour from the time you are called, is government pay for fire fighting, and every man who uses a national forest binds himself and his employes to fight fires whenever called upon.

Swinging up the canyon our eager ranger broke in on the Sunday quiet of a little saw-mill where he hastily told the owner to get his men together and follow in a wagon as fast as they could, bringing all the fire-fighting tools kept there by the service.

As they rode along, the ranger explained to his assistant the points involved in fighting a forest fire.

"Take it easy," he said, "for this fire fighting ain't a race that's for the swift, so much as for the long-winded ones. Unless it's a little patch that you can see the end of, there's nothing to be gained by going at it like some wild man and using yourself up the first rattle out of the box. There ain't nothing in the line of work any harder than what we're a going up against to-day, Son, and the man that does the most good and gets the best results is the chap that takes a slow regular gait and keeps it a going all day long and mebbe so all night too, without stopping.

"Keep your hoss close to you as possible, for sometimes after fighting for an hour or two you look way back on the line to where it's got across and is working in behind you. To have a hoss handy to ride back quickly is worth a lot of hard work sometimes.

"At the same time, be mighty careful not to let the fire git in behind you somehow and burn him up, for you got to tie 'em to keep 'em from hiking out and leaving you, especially when a bear or mountain lion comes lopin' along getting away from the fire.

"Look out for the trees and limbs a falling onto you, especially them old pines that's most burned off at the foot and is liable to topple over most any minute."

The young fellow, who for the first time was getting a taste of the practical side of the profession to which he had devoted himself, listened to the ranger's words with eager ears and mentally resolved that, he would do his share of the work or die.

Long before they could see the blaze, they met the wild things of the woods fleeing from danger—bunches of cattle, with here and there an antelope mixed in with them, a stallion leading his band of mares and colts to safety, a dozen squealing pigs turned out by the settlers to make their own living on the acorns, three does with their pretty fawns trotting beside them. Once a great silver tip slouched by them, head close to the ground, his red tongue lolling out.

A tawny brute slipped out of a thicket, and, seeing the human animals, stopped for an instant, and then sprang with a snarl into a tree. "I'll bet that's the lion what's been killing all the young colts hereabouts this spring," said the ranger, "but we ain't got no time to hunt wild animals now."

By the time they reached the scene of the fire it was long past noon and the ranger had half a dozen men with him with as many more following as rapidly as they could.

A hurried survey of the field showed the ranger just where the fight could best be made, and with judgment born of long experience, he scattered his little band along the fire line. In places the fire advanced as fast as a man could walk, again creeping snail like, but always forward, never stopping, never retreating.

How they fought, those men of the mountains. The sweat poured down over their faces cutting little rivulets through the rapidly accumulating cover of grime; from their eyes ran other little rivulets that vied with the streams of sweat. The dense acrid smoke made them choke and gasp for

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How Maine Is Forging Ahead.

(Continued from page 490.)

ing us considerable advantage over other States. This hydro-electric development is inviting others to come within our borders who need cheap power for their business enterprises.

Next in importance to agriculture and manufacturing is our summer business, including fishing, hunting, and the entertainment of summer visitors from without the State, both upon our seashore and at our inland lakes. Our report of industrial and labor statistics for 1910 placed the value of summer cottages, hotels, club houses, and camps at \$50,000,000 and estimated the annual income from our summer visitors at \$25,000,000. These figures are increasing every year, and probably at the very low valuation placed upon this class of property it was assessed in 1912 for more than \$20,000,000. The result of this business is seen on every hand in the increased prosperity of our people.

The Commissioner of Sea and Shore Fisheries in his last report, that for the years of 1909 and 1910, estimates the annual value to the State of the fisheries and investments connected therewith at more than \$10,000,000. There are many other industries within our borders that I might mention, but suffice it to say that there is every indication that the State is in a more prosperous condition than ever before.

**Illinois a Center of Progress
and Plenty.**

(Continued from page 490.)

wood and stone. The rural schools, so often doomed to shameful neglect, are receiving their share of attention, and are being forced to fit themselves into the life of the times or are being made exceedingly uncomfortable. At present there are rural schools and rural township high schools that are models. They teach the boy agriculture, the girl household science. At the apex of the educational system is the State University which offers almost limitless opportunity to the youth of ambition and ability. Nor does the University confine itself to the campus. It has gone out into the life of the people in no uncertain way. As an instance there is the Soil Survey which is making a survey of all the soils of the state. When it is completed a farmer merely by writing a letter can find out the condition of his soil and what it needs for increasing and making permanent its productivity. Also the State Water Survey located at the University is noteworthy. Water from places in the state is analyzed and advice given if it is unfit for use.

Illinois has a State Highway commission which means that the people are interested in good roads. Good roads are more than coronets in the advancement of a people.

Few states exercise more complete control over transportation matters than Illinois. The Illinois Railroad and Warehouse Commission now exercises as much power in Illinois as the Interstate Commerce Commission exercises over interstate commerce.

In the care and conservation of its wage-earners, those humble toilers upon whom this great prosperity depends, Illinois has shown humanity and foresight. There is an Occupational Disease Act, the first of its kind in the United States; there is a Workman's Compensation Act, a ten-hour day for working women and intelligent child labor legislation. The State Board of Health has a laboratory created and maintained for the early diagnosis of communicable diseases. It offers service without cost to the people of the state and affords early and accurate diagnosis in cases of diphtheria, typhoid, tuberculosis, and contagious or infectious diseases.

Mention should be made of the intelligence the State has used in the care of its unfortunate, its human waste that unheeded will finally clog progress. A single instance is sufficient—the recent establishment of a Psychopathic Institute for the education and training of State hospital physicians in nervous and mental disorders and symptoms, and the investigation into the causes of insanity with the purpose of discovering cures for forms of insanity now deemed incurable. Thus one of the evils that has come with the good of our high tension civilization will be eradicated or ameliorated if science can do it.

After this it need hardly be said that as a place of residence Illinois cannot be excelled. Wealth and the intelligent use of wealth, a quickened and enlightened public conscience, a wholesome and enthusiastic belief that the good in our community life far outweighs the evil, will make it a more desirable home-place with every passing year.

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A. E. RAMSAY.

Vice-President of the First National Bank of Muskogee, Okla., and President of the Oklahoma Bankers' Association.

J. R. STEVENS.

Examiner of the New Orleans (La.) Clearing House Association, who was prominently mentioned for Comptroller of the Currency.

DAVID J. CHANCE.

A leading citizen of Butte, Mont., and first President of the Butte Chamber of Commerce.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE'S WEEKLY COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

THIS is a period of growing uncertainty in the business world. While the slashing of the tariff is going on at Washington commercial and industrial enterprise is fearful and halts, for no one knows the exact outcome of the surgery which is in progress. Besides this there is much unrest among workingmen which has been fostered by the rantings of so-called reformers with their crude theories and utopian demands. There are rash men who seek to foment still further disquiet, and thus add to the difficulties of business.

To the surprise of the nation, the second official of the land has lately been adding his quota to the influences which make for discontent. Vice-President Marshall has

taken it upon himself to sound an uncalled-for warning—almost a threat—to men of wealth. Mr. Marshall, under a storm of criticism from all sides, has tried to hedge on his remarks by declaring that he only suggested what others had in mind and did not personally advocate drastic measures to limit the acquirement of riches.

But in giving tongue to such ideas at this time he committed a serious mistake. It is greatly to be deplored that a Vice-President

should seem to give the sanction of his high office to stirring up class feeling.

I have heretofore referred to the bad effect on the business situation of the unjust treatment accorded to the railroads. Recently published statistics emphasize the opinions which I expressed. As my readers well know, the duty of the Interstate Commerce Commission is to regulate the railroads. Last year this Commission heard and decided 375 cases in which complaints had been made against freight rates.

In 243, or 65%, of these cases the commission granted reductions, or reparations, or declared existing rates unreasonable. In

the remaining 132 cases the complaints were dismissed, but without any benefit to the accused railroads. Moreover, the commission issued 3332 "informal reparation orders," all of which tended to lessen the revenues of the roads. This almost wholesale judgment against the railroads resulted in reducing their aggregate receipts more than \$42,000,000.

When it is considered that the railroads, besides being forbidden to advance rates, have been constrained to make material advances in the wages of their employees—the arbitrators only lately having awarded the firemen alone on 54 eastern railroads an aggregate increase in pay of over \$3,000,000—it is evident that the greatest industry of the country has been badly hampered.

State legislation—such as the full-crew law recently enacted in New York—has added to the burden. It is no wonder that railway extension has been almost suspended in the United States, less than 7,000 miles of new track having been laid in 1912, when many times that length might have been constructed had conditions not been so extremely adverse.

Had the railroads been granted less re-

strictive treatment, business to-day would

have been far more active and the country more prosperous in spite of tariff cutting. When will the people and their representatives awake to the fact that in crippling the railroads, naturally large buyers of various products, they are merely cutting off their noses to spite their faces?

The stock market usually reflects business conditions, actual or in prospect. To get a line on the future of prices in the great financial marts one would do well to study the business conditions. At present the general volume of business is still large, but there are signs of contracting trade due to the prospects of a radical revision of the tariff. Failures are reported as increasing in number.

Railway earnings of late have not been very satisfactory and the number of idle cars has increased. It would appear therefore, that there can be no strong advance in the prices of securities until business has readjusted itself to the conditions produced by tariff changes. The stock market, however, has largely discounted those conditions, and on any farther recession the standard dividend paying issues should offer good bargains to the investor.

D., New York: The Lorillard 5's, selling at about 98, are regarded as a reasonably safe business man's investment.

D., Lyndenville, Vt.: Trinity mining stock is generally considered not worth even its present low price. It does not seem possible that you will ever be able to make good your loss on it.

C., Business, La.: The life insurance company is apparently a new one as there is no account of it in the regular manuals.

The stocks of such untried corporations are entirely speculative and not good investments.

W., Chicago, Ill.: The Marconi Wireless Telegraph Company of Canada is, like the similar company in the U. S., still in the undeveloped, non-dividend paying stage.

The future value of the stock is, of course, problematical.

C., Wilkesbarre, Pa.: There may be a great and profitable future for wireless telegraphy in this country, but as yet the enterprise here has not developed to the dividend earning point and the purchase of its shares is a speculation.

E., Vermilion, O.: I have no information as to the value of the electric railway stock named by you. Any of the dividend paying standard stocks would be a good proposition at present prices. Consult some reliable broker on the subject.

W. C. H., Germantown, Pa.: The United Railways Investment Company of San Francisco appears to have paid no dividends on its preferred and common stock for several years. With the growth of the city the company should have greater prosperity.

K., New Orleans, La.: I. American Ice

should do well the coming summer owing to the shortage in the natural ice supply.

While the company manufactures much ice it still has a few natural ice plants. (2) Tariff reductions on steel will, of course, be felt by the U. S. Steel Corporation, but the independent companies, it is said, will be harder hit. Some Wall St. men predict that the Steel Corporation dividends will not be decreased, as the corporation will continue to do a very large business.

S., Halifax, N. S.: It would be impossible to give a " gilt-edge guarantee" of any stock.

U. S. Steel, Northern Pacific, Southern Pacific and Union Pacific are all

dividend paying standard securities which

have experienced heavy declines and which

are considered by competent judges as

attractive investments at their present

figures. The three railroad stocks are per-

haps more desirable than Steel, which is

an industrial, and therefore more subject

to the depressive influence of tariff cutting.

(Continued on page 503.)

Which Are You

—an investor or a speculator?

Q. If you are a speculator, we have nothing that will interest you. BUT—if you are an investor; if you seek a definite, known income NOW rather than an indefinite or problematical income some time in the uncertain future, we would like to send you our new illustrated Booklet describing New York Real Estate Security Company

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Q These bonds are thoroughly secured by the actual ownership of millions of dollars' worth of high-class, improved, income-producing city property—located on Manhattan Island, New York City, the most valuable and most productive area of its size in the world.

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Q Complete information will be sent free on request. Write today—be sure to ask for Booklet 43.

NEW YORK REAL ESTATE SECURITY CO.
Assets over \$17,000,000
Capital \$ 3,950,000

42 BROADWAY NEW YORK

Safe 5½ and 6% Investments

EVERY first mortgage bond, owned and offered by us, is a direct first lien on improved, income earning Chicago real estate of the highest class. In no case is the conservatively estimated value of the security less than double the total amount of the bond issue, which the income yield is much more ample to insure prompt payment of principal and interest.

These bonds are legal investments for National Banks and for State Banks in Illinois and other states.

Write for the INVESTOR'S MAGAZINE and Circular No. 240.

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MORTGAGE AND BOND BANKERS
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In concerns operating successfully in developing communities are meeting with favor among bankers, trustees and investors. We offer a high grade Preferred Stock of a company doing a large and profitable business in fourteen different cities, and which security can be now purchased to yield over

SEVEN PER CENT.

The stock enjoys a ready market.

Write for Detailed Circular.

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Jasper's

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Artisan, your weekly buying a \$—to the partial & Co., "th Street, N. Y. particulars.

P. Ark—cline in Inter—owing to th— seemed to m—dend. A g—holders not prices as ne—the manager.

J. B. Do—way is in re—ferred and a heavy as—order to re—authorities pla—mon, ther—

Philip, N—and well ma—a fine basis f— which make—The W. C. Fort Worth—bearing 6 p—interest gua—particulars.

B. S. H—firms of br—small means of these, John N. Y. Stock York, will booklet 4—will disclose and bonds o—

J. D. W—cated and w—porations a—favor. Kela—Rapids, Mich—cation their the stock of a— in 14 cities purchased to

Income, L—preferred st—attractive a—cent. These corporations the N. Y. Sto—offer a list o—describe in will be sent to

L., New R—Mines and S—going reorga—payment of stock no—

Timberba—bonds are th— the opinion—vestments. and are secu—timber, whi—value. Geo—New York, their booklet for conserva—

Advance, tendency of r—ates of retu—tor of course t—ies. A bond—secured by a corporation—said to be v—by A. B. Le—ment security. Write for the

H. P. B—for a man of r— that are leg—state banks Straus & Co—Wall Street—real estate b—of the hig—good returns & Co., they Magazine an— you can lea—

Clerk, St—Foncier meth—on real estate all who ha—adopted in an—having been p—Trust Co., or—proffers a ch—or much mor—safe income a—free booklet its business a—investors.

Jasper's Hints to Money-makers.

(Continued from page 502.)

Prince, York, Pa.: Firms which make specialties of certain stocks are always willing to send full particulars. For information about United Cigar Stores, U. S. Light & Heating and Maxwell Motor securities you should write to Slattery & Co., 40 Exchange Place, New York.

Artisan, Rutland, Vt.: You can put your weekly savings of \$5 to good use by buying a \$100 bond. Many such bonds paying 4 to 6 per cent. interest are sold on the partial payment plan. Send to Beyer & Co., "the \$100 Bond House," 55 Wall Street, N. Y., for their list L-41 giving full particulars.

P. Arkansas: There has been a big decline in International Agricultural preferred owing to the falling off of earnings which seemed to make it necessary to pass the dividend. A good financial authority advises holders not to sacrifice the stock at current prices as new blood is to be injected into the management.

J. B., Denver, Colo.: The Wabash railway is in receivers' hands and both the preferred and the common stocks are liable to a heavy assessment which will be levied in order to reorganize the system. Some authorities place the probable amount of this assessment at \$40 a share. Wabash common, therefore, is hardly cheap at \$3.50 a share.

Philip, New Orleans, La.: An improved and well managed farm undoubtedly offers a fine basis for a mortgage. There are firms which make a specialty of such mortgages. The W. C. Belcher Land Mortgage Co., of Fort Worth, Texas, handles farm mortgages bearing 6 per cent. interest, principal and interest guaranteed. Write to the firm for particulars.

B. S., Hartford, Conn.: A number of firms of brokers are ready to help men of small means to acquire good securities. One of these, John Muir & Co., members of the N. Y. Stock Exchange, 74 Broadway, New York, will send you on application their booklet 4—"Partial Payment Plan." This will disclose to you how you can buy stocks and bonds on easy terms.

J. D., Wheeling, Va.: Issues of well located and well managed public service corporations are fast growing into general favor. Kelsey, Brewer & Co., Grand Rapids, Mich., will send you free on application their Detailed Circular, describing the stock of a company doing a large business in 14 cities. The security can now be purchased to yield over 7 per cent.

Income, Louisville, Ky.: There are many preferred stocks in the market which are attractive and which yield as high as 7 per cent. These stocks are issued by strong corporations. Pomroy Bros., members of the N. Y. Stock Exchange, 30 Pine St., N. Y., offer a list of preferred stocks, which they describe in their circular LL. The latter will be sent to you free on request.

L., New Rochelle, N. Y.: Nevada-Utah Mines and Smelters Corporation is undergoing reorganization, there being a call for the deposit of the stock (par value \$10) and payment of an assessment of 50 cents a share. The reorganization committee is issuing "receipts" in exchange for the stock and these receipts are quoted at 37½ cents bid, 62½ cents asked. The undeposited stock has no value.

Timberman, Augusta, Me.: Timber bonds are the latest thing in bonds, and in the opinion of many they are excellent investments. They usually yield 6 per cent and are secured by double the face value of timber, which is constantly growing in value. Geo. H. Burr & Co., 14 Wall St., New York, will on application send you their booklet "B" describing timber bonds for conservative investors.

Advance, Trenton, N. J.: The general tendency of capital is now to demand higher rates of return than formerly, but the investor of course desires to obtain reliable securities. A bond yielding an attractive income, secured by abundant assets and issued by a corporation whose business prospects are said to be very promising, is recommended by A. B. Leach & Co., dealers in investment securities, 149 Broadway, New York. Write for their free circular 141 L.

H. P., Buffalo, N. Y.: It is possible for a man of moderate means to secure bonds that are legal investments for national or state banks in at least some states. S. W. Straus & Co., Straus Bldg., Chicago, and 1 Wall Street, New York, are dealing in real estate bonds based on Chicago property of the highest class. These bonds yield good returns. If you will write to Straus & Co., they will send you their Investors Magazine and circular No. 2465 from which you can learn all about these securities.

Clerk, St. Joseph, Mo.: The Credit Foncier method in France of loaning money on real estate has been highly approved by all who have studied it. It has been adopted in an improved form in this country, having been put in practice by the Woodruff Trust Co., Joliet, Ill. The company proffers a chance to persons having little or much money to invest it so as to secure a safe income. It will send to any applicant a free booklet, "My Country," explaining its business and the opportunity it gives to investors.

Investor, Richmond, Va.: There are numerous bonds which never are dealt in on the stock exchanges. They do not fluctuate in value and many conservative people are better satisfied with them than with securities whose prices change frequently. The 6 per cent gold mortgage bonds, in denomination of \$100 to \$1000, issued by the New York Real Estate Security Company, 42 Broadway, New York, have commended themselves to hosts of investors. These bonds are based on millions of dollars' worth of improved, actually owned property in New York City. You can obtain complete information on this subject by writing to the company for its free booklet 43.

NEW YORK, May 1, 1913. JASPER.

Life-insurance Suggestions.

HERE are no persons in the community to whom life insurance should make a stronger appeal than to the farmers. Many a tiller of the soil has gone deeply into debt in purchasing a farm and is struggling hard to earn a living and to meet the interest on his mortgage. He has undoubtedly a difficult time of it. But what if he should pass away and leave his wife and children without means? If he finds the burden of running his farm heavy, how would it be with a bereaved woman, unskilled in managing outdoor affairs? Undoubtedly the home would be foreclosed on and lost to the family. A few farmers have been wise enough to undergo a little more self-sacrifice and to work a little harder in order that they may be able to spare something for premiums on life insurance policies. In many an instance the policy taken out by the farmer covers the full amount of the mortgage on his place, so that if he dies his dependents will have a home assured to them free of incumbrance. This is a wonderfully good arrangement, and every uninsured farmer should give it careful consideration.

H., Rector, Ark.: I have no information as to the Des Moines association, but if it is an assessment company you would do well to withdraw from it and take out a policy in an old-line company.

P., Muskegon, Mich.: Both the accident and sickness insurance companies you refer to have been in existence only six years and though they seem to be increasing their transactions, they have but a limited amount of assets.

L., Cincinnati, O.: The Germania, of New York (if that is the one you mean) has been in business since 1860 and shows considerable strength and progress. The Pittsburgh Life & Trust Co. started in 1903 and is still in the minor class.

S., Dallas, Texas: The Dallas, Texas, company is not a large concern, but reports steady progress. It has been in business only since 1903, so that none of its 20-year policies has as yet had time to mature. An old, strong and well-tried company but would be preferable.

T., Aurora, Ill.: The Postal Life of New York is an old-line company. It does business purely on the old-line basis. It is different from other companies in that it does not pay commissions to agents. Its business is done by mail. This explains the low premium and the high dividends.

The Aetna Life, of Hartford, Conn., offers very attractive life, accident, health and liability insurance. If you are under 60 years of age and in good health, write to the above company, stating your name, address, and occupation, and ask for information about its policies. It will be glad to send it to you, if you will mention the Hermit.

Hermit

Recent Deaths of Noted Persons.

THADDEUS BURR WAKEMAN, a widely known liberal thinker, author, educator and journalist died on April 22, at Cos Cob, Conn., aged 78.

J. W. FLETCHER, the noted palmyr, committed suicide in Boston April 22, when about to be arrested. He was 64 years old.

MRS. MARY ANN COOPER, of Southgate, London, a childhood playmate of Dickens, whom he immortalized as "Little Dorrit," died on April 23 in her 100th year.

GENERAL J. K. BILL, former Attorney-General of Texas and twice a representative in Congress and once a candidate for Governor, died at Fort Worth, Tex. April 22.

JOHN S. McDONALD, known on the turf world over as "Boston Jack" died in New York City April 28 in his sixtieth year. McDonald was a purchaser of blooded stock for many prominent horsemen.

WILLIAM ALBERT KEENER, former Justice of the Supreme Court of New York, and at one time a Dean of Columbia Law School, a noted author and lecturer, died on April 23 in New York City, aged fifty-seven.

DR. ANDREW SLOAN DRAFER, New York State Commissioner of Education, formerly President of University of Illinois and Superintendent of Cleveland schools, one of the foremost educators in this country, died at Albany, N. Y., April 28th, age sixty-four.

The Exit of the Oyster.

Companion of the midnight hour,
We hailed thee with delight
Where mirth and music filled the air,
And smiles and gems were bright.
The evening spent upon Broadway
With sweetheart or with friend,
Was never yet complete without
Thy presence at the end.

A cordial greeting thou hast met
At every function swell,
But now the time is surely here
When we must say farewell.
Plump comrade of the amber draught
Adieu, but pray remember
We'll all be here to welcome thee
The first of next September!

MINNA IRVING.

"No darning
for me this
trip, dad."

Notice their
style, too. If we
stay six months
we're fixed for
hose."



Holeproof Hosiery

Try Holeproof
—mercerized—
six pairs for\$1.50. This process alone adds 22%
to the strength of this grade, as well
as a silky lustre. Six pairs guaranteed
six months.

The Simple Reason

We pay an average of 74 cents a pound for the yarn in Holeproof. Common yarn costs 32 cents. 74 cents is the top market price for cotton yarn—Egyptian and Sea Island. Ours is 3-ply, long-fibre, fine strands. Pliable and soft, but of the maximum strength. We spend \$60,000 a year for inspection, to see that each pair of Holeproof is perfect.

The 25c Grade—Mercerized

We now do our own mercerizing.

HOLEPROOF HOSIERY CO., MILWAUKEE, WIS.

Holeproof Hosiery Co. of Canada, Ltd., London, Canada

"Wear Holeproof Hose and End the Mend"



For long wear, fit and style,
these are the finest silk gloves
produced. Made in all lengths,
sizes and colors.

Write for the illustrated book
that tells all about them and
write for the name of the dealer
near you who handles them.

(431)

Every Man Who Does Not Spend All He Earns

should have a copy of our book, "My Country."

Every man and woman should know the form of investment which the U. S. Government has spent thousands of dollars in studying, for the benefit of every American citizen and of our whole country.

Is the question of safety and income for your funds important enough to be worth the time it would take to send for this book?

The constant use of this form of investment has made the people of France the richest in the world.

Give some of the study to investing your money which you give to earning it.

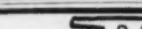
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The Book is Free.

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Illinois
Mortgage
Bank"

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In the privacy of your own home you may revel in the luxury of a vibratory spray bath. Enjoy Nature's best path to renewed vigor and life. Water and vibration are life and health. Beauty, too, comes from a vigorous application of water and vibration in the desired places. Order one today and get ready for the happy change. It attaches to any faucet in 10 seconds.

SPRAY VIBRATOR

It acts gently. Never harsh or jarring. The invalid and the athlete both welcome it. Are you seeing pence and comfort? Are you miserable: thin; fat; discouraged; sluggish? 10 days' trial. We send the Spray Vibrator for \$5.00 on 10 days' trial, subject to your refusal if it fails to live up to the claims we make. Write for offer and free folder that explains uses and describes how the vibrator will benefit you.

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10 Day Trial
AGENTS Write us for confidential terms. There's quick money selling Spray Vibrators. Exclusive territory given.



Friction

in the wrong place does two things well—wears out your automobile and uses up power.

DIXON'S FLAKE GRAPHITE reduces friction and wear by forming a veneer-like coating of graphite on the bearing surfaces, preventing metal-to-metal contact. **DIXON'S FLAKE GRAPHITE** is an ingredient of

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Send name and model of car for free booklet, "Lubricating the Motor," No. 255.

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We now offer the Edwards "Steeleote" Garage for \$92.50. But to protect ourselves from advancing prices of steel, we set a time limit. We guarantee this record price for 30 days only.

Edwards Fireproof Garage
An artistic, fireproof steel structure for private use. Gives absolute protection from sneak thieves, joy riders, fire, lightning, accidents, carelessness, etc. Saves \$20 to \$30 monthly in garage rent. Saves time, work, worry and trouble. Comes ready to set up. All parts cut and fitted. Simple, complete directions furnished. Absolutely fireproof. Joints and corners permanently tight. Locks securely. Prompt, safe delivery and satisfaction guaranteed. Postpaid agent today brings new 56-page illustrated Garage Book by return mail.

The Edwards Mfg. Co., 635-685 Eggleston Ave., Cincinnati, Ohio

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Overhead-valve Motor—more power and speed. Rear Spring Suspension, helical & coiled—insures comfort. Spring Fork absorbs vibration.

Model B "Lightweight"	\$165
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Model M "5 h. p."	\$215
Model L "Twin"	\$250

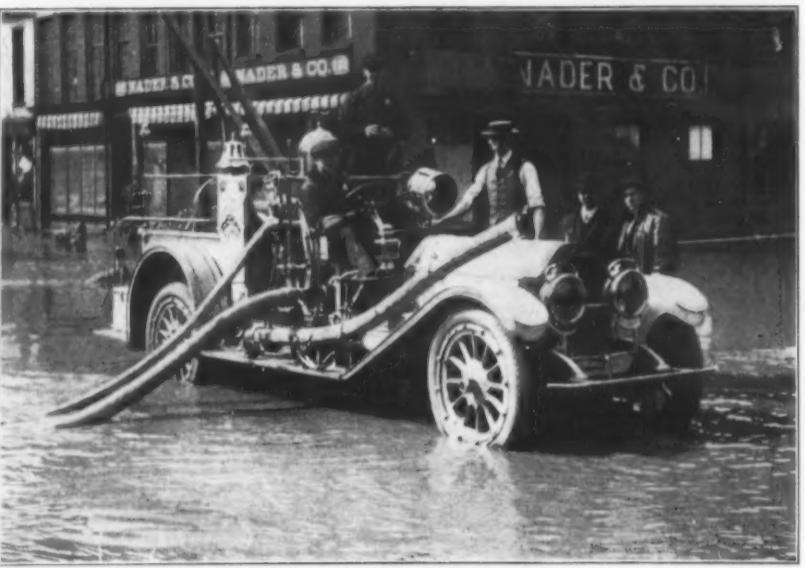
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Those afflicted with bow legs should wear the "Perfect Leg Form" and overcome this deformity. Trousers hang perfectly straight. Made of the highest grade material. Light weight and inexpensive. Easy put on and are adjustable to any size. Highly recommended by tailors. Send for our booklet showing photos of men wearing our improved forms and as they appear without them.

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148 No. Franklin Ave., Austin, Chicago, Ill.



FIRE FIGHTING UNDER DIFFICULTIES
During the recent floods in the Middle West, motor car fire engines proved their value when the city water pumping stations were inundated.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

Encouraging Reports

In spite of the slight industrial depression prevailing in some parts of the country, owing to the previous uncertainty of the nature of the tariff schedules, reports from the leading automobile factories show that the present season is to break all records, both in production and sales. Not only is the immense production of approximately half a million cars nearly "sold out" or contracted for—and that in the face of the cries of those who claim that the "limit of absorption" had already been reached—but rumors are already current that one of the largest manufacturers is now laying plans for the production of 300,000 cars next year. If all the other manufacturers maintain the same rate of increase over last season, it is not difficult to compute the production for next year to be well over 600,000 automobiles.

The time seems to have passed when the motor car was considered a luxury. A necessity it has proved itself, as evidenced by the continued and increased demand for automobiles when many a man's pocketbook is in the usual condition following the uncertainties always attendant upon a radical change in National administrative policies.

Questions of General Interest.

Carbon Trouble.

J. G. C., Ohio, says: "I have a small 1911 touring car which has given me trouble by excessively carbonizing in the forward cylinder. The carbon collects under the valves, prevents perfect seating and causes a consequent reduction in power in that cylinder. Cleaning with kerosene does not seem to help any but grinding the valves of this cylinder improves matters for awhile. The other cylinders do not seem to give trouble to the same extent. The lubrication of the motor is obtained by the splash system, the oil being fed to the crank case compartments by a small pump."

From the fact that it is only the one cylinder that gives you trouble, it is quite evident that this cylinder alone is receiving an excessive amount of lubricant. If there is no means of regulating the supply of oil to the individual cylinders, I would suggest that you grind or cut down the ridge or compartment that keeps the oil within its well under the forward crank. This will reduce the depth of the oil into which the forward connecting rod "splashes" and will prevent so great an amount from reaching the piston and cylinder. However it would seem that the oil that you use is not of a very good quality, for otherwise there would be no carbon, or what there was would be in the form of a dry powder and would be blown out by the exhaust. I would advise you to confer with a reliable repair man or with the factory in regard to the brand of oil you are at present using. This question will be discussed at greater length in an article to appear in a forthcoming issue of LESLIE'S WEEKLY.

Quality and Price.

H. A. C., New York, asks: "Is not the almost universal reduction in the price of cars that has taken place during the past three or four years, an admission that the quality of the machines is not as high as was the case when their production cost more?"

By no means. You must realize that the recent improvement in automatic machines and general shop methods have resulted in quantity production that enables a manufacturer to sell at a lower price now and give the same quality of car. In other words some of the best cars have been built previously almost "by hand" in small quantities. The quality of material and workmanship was of the best. The car was successful, and the manufacturer was warranted in going ahead and installing the most modern machinery for production on a large scale. By this means he could lower his producing cost and keep his quality and profit the same. The past five years have brought forth many instances of this, and as methods and machinery continue to improve, price reductions or quality improvement should change to correspond.

Detecting a Radiator Leak.

R. O. B., Ohio, says: "I find it rather difficult to determine the exact location of a small leak in my

radiator. This leak is probably not larger than a pin-hole, but the water extends over a large surface, due to the capillary action, no doubt, and I find it impossible therefore, to determine the exact source of the leak."

An excellent suggestion has recently been made that what is known as "the plumber's smoke test" be used to settle this difficulty. This consists in pumping smoke into the radiator and closing all possible exits except the leak in question. The smoke will then be seen to issue in a fine stream from the hole and thus the leak can be easily located. The best method of obtaining this smoke is to draw the air that is supplied through a series of wash bottles, containing strong ammonia water and hydrochloric acid.

Preventing Battery Leaks.

E. E. F., Wash., asks: "How can I prevent the dry batteries on my car from becoming short-circuited with each other. The pasteboard covering occasionally becomes worn through the jarring that the batteries receive, and the current escapes through the metal casings without passing through the insulation."

An easy way out of your difficulty is to take an old tire tubing that is of no further use, and cut it into several lengths to fit each battery. Slip this rubber "stocking" over each battery, and you will have an efficient set, each cell of which is thoroughly insulated from the other.

Motorcycle Tire Pressures.

H. J. A., New York, asks: "Should motorcycle tires be pumped to as great a pressure in comparison with their size as motor car tires?"

The ordinary type of motorcycle tire should not be pumped as hard as would the same size of automobile tire. The latter, as a rule, is pumped to a pressure of about 20 pounds per square inch for each inch of cross-section. A motorcycle tire, on the other hand, should not be pumped harder than 13 pounds for each inch of internal diameter.

Motorcycle racing tires, however, represent an entirely different field and as these are used on smooth, hard surfaces, 25 pounds for each inch of cross-section is the average pressure used with these special tires. This pressure should be taken when the tires are cold as it will increase perceptibly after the friction of a high speed of travel has warmed the air. Below is a table giving approximately the proper pressures for the ordinary motorcycle tire.

2 1/4 inch	30 lbs.
2 1/2 "	32 "
2 3/4 "	35 "
3 "	40 "

It must be realized that only by using proper tire inflation pressure can the longest service from the tires be obtained.

Discarding Valve Springs.

S. S. T., N. J., inquires: "Is it necessary to discard a valve spring when it has been used so long that the proper pressure on the valve cannot be obtained from it?"

While it is probable that a new spring would give better results, it is not absolutely necessary to go to this expense after your valve spring has become weakened. It is said that the proper strength to the spring can be obtained by heating it until it assumes a blood red color and then quenching the spring in whale oil. This serves to give the proper temper to the spring and its useful life can thus be increased almost twofold.

Automobile Motors in Boats.

R. J. M., Ohio, asks: "Could I put a fifty horse power automobile motor in a boat and obtain good results?"

Automobile motors have been used with success as a power plant in motor boats, but it has often been found that the high speed at which such an engine is designed to run, sets up an undue amount of vibration. The average marine motor has a normal speed of from eight hundred to one thousand revolutions a minute, and as the automobile power plant is designed to run at a fifty or seventy-five per cent. greater speed, a very heavy engine bed is required to reduce the vibration formed by the greater number of revolutions. Of course, if your boat is sufficiently heavy to absorb the vibration, you might possibly obtain as good results with a fifty-horse-power automobile engine as with the best type of marine motor.

Removing Carbon.

K. L. M., Nebraska, writes: "I have heard that carbon can be prevented from collecting on the piston and cylinder heads by the judicious use of kerosene. How much should I use and how often should it be applied?"

If you remove the spark plug and pour about a teaspoonful of kerosene in each cylinder once a week you will probably be able to prevent the rapid formation of carbon. This kerosene should be added just after coming in from a run, when the engine is still hot.

An Oil Danger Signal.

P. D. O., Virginia, asks: "Is there some device on the market that will automatically warn the driver when his lubricating system fails to operate properly?"

The manufacturers of a foreign car have evolved a device by means of which the ignition of the motor is automatically interrupted whenever the oil level in the lubricator falls below a certain level. It is, therefore, impossible to operate the car without sufficient lubricant, and much damage that would otherwise be caused by a careless driver is thus prevented. This device is exceedingly simple and consists, in its essentials, of a small tube containing a float, the former being connected with the main oil reservoir. When this float falls below a certain point, due to the low level of the oil in the tank, a connection is formed which short circuits the magneto, and thus stops the motor without damage to the ignition system.

Blackening the Brass Work.

B. B. T., Massachusetts, writes: "I have several cars lately equipped with black enamel instead of brass fittings. Would it be possible for me to blacken the brass on my last year's car without destroying the finish of the original work?"

The easiest method for blackening the brass trimmings of your car without removing the wind shield, lamps and the like from the machine, is to roughen the surface with emery paper and to follow this with a "priming" coat of white lead paint. The surface previously roughened by the emery paper serves to hold the white lead in place. After this has dried, a coat of black should be repeated and the second application followed by two coats of spar varnish.

Lubricating Leaf Springs.

S. L. L., Indiana, inquires: "Do the leaf springs of my car require any lubrication? I have noticed a slight squeak which I am unable to locate and thought perhaps it might be due to lack of lubrication of the springs. I have kept the grease cups at the ends of the springs filled with lubricant and screwed down, but have never paid any attention to the surface of the leaves themselves."

A very complete instruction book, issued by one of the leading manufacturers, has the following to say in regard to the lubrication of these springs:

"The best way to lubricate the springs is to lift the car by placing a jack under the body (not under the axle). This may be accomplished with the help of a block of wood. The weight of the wheels and axles will pull the spring leaves apart so that it is possible to spread some graphite grease between them. Graphite grease is to be preferred because the graphite will remain between the leaves and continue to act as a lubricant long after the grease itself has become dry. A spring treated in this way will not require lubrication again for a long time."

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The Brave Young Ranger

(Continued from page 500.)

breath, while their feet felt the hot ground beneath them even through the soles of their heavy boots. Some of those nearest the creek ran to it to throw themselves at full length into its cool waters and then went dripping back to work.

Leaving all the men here the ranger called to the boy to follow him and the two rode off into the smoke to try to get in touch with Jack, the other ranger whom the ranger felt certain was hard at work somewhere down the line of blaze. A mile below they ran into an old slashing left by a little sawmill. The lower end of the slashing was just beginning to burn. At the upper end of it was a fine park of yellow pine.

"Biltmore," said the ranger to his companion, "I reckon our work is cut out for us right here. If we let that fire get started in this slashing nothing on earth can stop it from sweeping through that bunch of yellow pine back there, and we can't do a better thing than to try and head it off."

The slashing ran down a little valley about half a mile wide and possibly two long. About a quarter of a mile from where the fire started an old logging road ran across the valley and here the ranger decided to set a back fire against the oncoming wave of flames. Leading their horses back from this road for some distance they tied them carefully. Then, with his hatchet the ranger cut from a pitch pine stump a handful of slivers for torches, and lighting one for each of them, they passed along the road setting the leaves and needles on fire on that side of the road nearest to the fire.

They worked like beavers, running ahead of one another to start new places, and in half an hour the line of back fire was blazing from one end of the road to the other, working out towards the big fire and leaving a long black border along the road over which, with good luck, the fire might not jump. Once, at the far end of the line the blaze jumped in behind them crossing the road, and it took them some time to whip it out. Darkness was coming on, and stopping for a moment to wipe the sweat from their faces and catch their breath, the ranger eyed the young assistant whose eyes were bright with excitement, although his feet were heavy with hours of hard, unaccustomed work.

"Say, Kid," he asked, "when you was studying forestry at that there forestry school at Biltmore did they give you a course in fire fighting like this?"

The lad grinned. "Well, no, nothing of this kind at any rate. Somehow it sounds mighty romantic in the text books, but I don't believe I can see anything particularly romantic in the work we've been doing for the last five or six hours."

A little puff of wind came through the tree tops blowing from the direction of the fire. "That's bad," said the ranger. "According to the text books the wind's supposed to die out about dark and the fire go down, but here it is a-rising. It don't always come out exactly like them text book fellers tells it, somehow. You go back along the road to the end of the back fire and see it doesn't cross somewhere, and I'll drift along the other way and see what's happening over that hill ahead."

Back along the road with its flaming border the young fellow wearily tramped. From the fire came the dull thunder of some falling trees, a coyote skulked down the road ahead of him, and in the dust he noted a large track looking like the footprints of some clumsy barefooted man, which the ranger afterwards told him were made by a bear. The boy's feet were heavy and his eyes swollen with smoke. His uniform coat, the pride of his heart, was lying somewhere back along the fire line where he had thrown it early in the fight. (They located it the next day by the bronze ranger badge and the dozen or more metal buttons with the pine tree on them which lay on the rock where he had flung the coat).

As he raised a little ridge along the road, he saw that the fire driven by the rising wind had carried the flames across the road in two places and was licking its way through the dry grass and ground cover towards the great heaps of brush and treetops that formed the slashing. With a shout to his companion and not stopping to get his answering reply, he tore off down the road towards it. Excepting for the line of fire it was pitch dark by this time, and blinded by the tears and smoke he couldn't see ten feet ahead of him. For a few moments he worked away whipping, clawing, tearing the branches from the line, rolling logs back out of danger and doing his best to stop the fire's progress.

Suddenly from beyond him came a shrill

neigh. Their two horses—he had forgotten them completely in his excitement. Five minutes' more work and he had stopped the little tongue of fire that was eating its way into the slashing, and although his heart was beating like a trip hammer and his feet weighed tons, he hurried down the road in the direction from which the neigh of the animal had come.

Around a bend of the road he saw the flames had crossed and in two long narrow tongues of fire had run some distance back into the safe territory, leaving in the middle between them an island of unburned area. From the center of this island came the calls of the two terrified animals who were pulling at the ropes which held them all too securely.

Around this island of unburned slashing the fire formed a gigantic letter U with the open end several hundred feet from him. To go around it was out of the question if he would be there in time to save the animals.

He looked back over his shoulder. A quarter of a mile behind him came the ranger, but in the darkness he saw nothing but a dull red line of flames.

The boy felt it was up to him to do or die. Over his face just under his eyes he tied his handkerchief as a protection to his lungs, and plunged into the line of fire. The thick smoke filled his throat until he almost choked, the flames licked at his curly head, his trousers were on fire on both legs, but he got through the line in safety.

Blinded with sweat he stumbled over the tops and logs. A smarting place on one leg showed him where the fire had eaten through the cloth to his skin. He stopped for an instant to crush it out with his bare hands. See he could not, but from somewhere in the smoke came again the neigh of the horse. All about him was a wall of fire narrowing in on him every second. Into the smoke he drove again, the warning rattle of a snake, almost under his foot, causing the cold chills to run up and down his spine even in that furnace heat. He saw the two horses tied to a tree not ten feet from him with the line of fire from the opposite side almost reaching them.

In their struggles to escape both animals had drawn the knots so tight that he couldn't untie them. His ranger hatchet swinging in its case on his hip bumped his elbow as he tugged at the knots. In an instant it was out and with two swift strokes both ropes were cut through. Before he could catch either of them, the horses, crazy with fear, dashed into the smoke and were gone.

The boy glanced about him. On every side the fire apparently had him surrounded. To stay where he was meant death; to go into the fire seemed almost like tempting the king of terrors. Through the crackling and roaring of the flames he heard a shout from the ranger. Every idea of direction was long since gone, his voice was unable to frame even a whisper in reply, but with the sound to guide him and with his arm over his face as a shield he dove into the line of smoke and fire.

He heard an encouraging shout, tripped over a root, stumbled heavily for several feet, finally sprawling at full length upon the hot black smoking ground to be grabbed up by a pair of strong arms and to hear the ranger's "Bully for you, Biltmore, you're all right."

It was high noon for the sun was straight over head. Under a great pine sound asleep lay a dozen weary, dirty, smoke begrimed men.

A few feet from them the ranger and a man he called Jack were fussing about a fire over which a pot of coffee was boiling, and on a "slicker" nearby half a dozen cans of tomatoes, a dozen pound packages of crackers, and some cans of dried beef and sardines were awaiting the attacks of the hungry fire fighters whenever they awoke.

"How's your Biltmore Kid?" asked Jack, nodding toward the boy lying on the ground, dead to the world.

The ranger glanced at the boy, a look of pride and affection spreading over his rugged features. "Now ain't he a sight for his mammy to see? Look at them laigs, both trowsers burned off to the knees, that lovely green shirt with the back all burnt out of it, them curly locks scorched till he smells like a singed cat, nary a eyebrow, and that there countenance the color of Dad's old hat. My, my, my, but ain't he a sight and no mistake."

"But say Jack, the Kid's all right. He's got the real stuff in him; mebbe so the materials is some green, but with a little seasoning there's the makings of a regular man in him."

Guaranteed
from
Start to
Finish

CHALMERS

TRADE MARK

"Porosknit"

REG. U. S. PAT. OFF.

GUARANTEED

There's No

"Short Waisted" Feeling

in Chalmers "Porosknit" Union Suits. They have elastic fitting backs that stretch both "up and down" and "sideways" and prevent such discomfort as "cutting in" at the crotch.

With this easy-fitting feature and Comfortably Closed Crotches that can't gape open, "Porosknit" Union Suits give you absolute ease in every position—no binding, no pulling, no bulging.

Chalmers "Porosknit" is light, cool and durable. Insist on the label and your Guarantee Bond (as shown here) with every garment. Made in every style.

Send for Booklet Illustrating Styles



For Men Any Style

50c Shirts and Drawers per garment

For Boys

25c

For Men \$1.00 UNION SUITS 50c For Boys

Men's mercerized (looks like silk) \$1.00 per garment; \$2.00 a Union Suit.

Handled by Good Dealers Everywhere

CHALMERS KNITTING CO.

57 Washington Street, Amsterdam, N. Y.



(C) Judge

SPRINGTIME

By C. Clyde Squires

A MOST delicate and beautifully handled picture. It scintillates with the life and freshness of Spring.

You may have a photogravure in sepia 15 x 18 for \$1.00. Hundreds and hundreds of copies of this popular picture have been sold. If you desire a hand colored picture send \$1.50.

JUDGE, 225 Fifth Avenue, New York

COUPON

JUDGE, New York.

Enclosed find (\$1.00) for which send me Springtime (Sepia Hand colored).

NAME.....

ADDRESS.....



OHIO

Akron

DIAMOND RUBBER COMPANY

"At no time during the recent floods in this state was our manufacturing interfered with. We are and have been running to full capacity and have not been inconvenienced to the slightest degree."

Akron

FIRESTONE TIRE AND RUBBER COMPANY

"The flood did not touch us. We have been inconvenienced by it, however, because the railroads have suffered heavily and traffic confusions have delayed our shipments. We are now running night and day."

Canton

THE SUN VAPOR AND GAS STREET LIGHT CO.

"Suffered a slight loss at our branch office in Dayton. However, our main factory at Canton is in an excellent position to fill all orders for 'Sun' Gasoline Lamps."

Canton

THE NOVELTY CUTLERY COMPANY

"We were not inconvenienced in the manufacture of our product, but were delayed in shipping at least one week on account of washouts on all lines entering Canton. Shipments now going out promptly."

Cincinnati

AMERICAN PRODUCTS COMPANY

"We desire to announce to our many representatives that we were not affected in any way by the recent flood, and are in a position to take care of all business."

Dayton

THE DAYTON ENGINEERING LABORATORIES CO.

"During the flood the water came to within 12 inches of the second floor. However, the factory is now operating under normal conditions, and there will be no delay in shipments."

Dayton

THE DAYTON RUBBER MANUFACTURING CO.

"We re-opened our factory for business about the middle of April and orders are now being given immediate attention."

Dayton

THE DAVIS SEWING MACHINE COMPANY

"Although closed temporarily our factory was uninjured by the flood. Early in April we resumed operations and are making deliveries with the usual promptness."

Dayton

THE LOWE BROTHERS COMPANY

"Because of location and arrangement of buildings we suffered comparatively little damage. We were able to resume operations within a few days, and to continue business with little interruption."

ANNOUNCEMENT

THE announcements on this page will show to the public, and the patrons of these manufacturers in particular, the conditions extant throughout the flooded sections of Ohio and Indiana.

We are pleased to note that almost uniformly the manufacturing and shipping facilities are again normal.

The optimism and resourcefulness evidenced in these announcements are splendid tributes to the men engaged in American industries. It proves their ability to "come back" against overwhelming odds.

Dayton

McCORMICK MANUFACTURING COMPANY

"We sustained no damage to our factory, and are making prompt shipments of our products."

INDIANA

Connersville

THE HOWARD MOTOR CAR COMPANY

"Our plant was not in any way damaged by the flood in this section. The only inconveniences we suffered were due to lack of transportation facilities. The railroads have resumed service, and conditions are again normal."

Connersville

THE LEXINGTON MOTOR CAR COMPANY

"We feel extremely fortunate in escaping from the bad flood conditions in this and adjacent territories. Our production is going along uninterrupted."

Connersville

McFARLAN MOTOR CAR COMPANY

"Factory not damaged by the flood. Both incoming and outgoing shipments were held up for some time by the inability of the railroads to handle them. Conditions are again normal and the factory running on its regular schedule."

Indianapolis

THE PATHFINDER COMPANY

"Our entire stock of cars, parts, and office fixtures was removed to the second floor and was undamaged. The only loss we sustained was five days' actual time due to inability of railroads to ship."

New Castle

HELLER BROS. COMPANY

"Our town was in no way affected by the recent floods, and we are in position to fill all orders with the usual promptness."

Richmond

STARR PIANO COMPANY

"The factory sustained no damage, although for a time shipments could be made only to a limited territory. Factory is working full time. With constantly improving freight service we will be in a position to fill orders immediately."

OHIO

Dayton

THE SPEEDWELL MOTOR CAR COMPANY

"Factory suffered absolutely no loss in the flood. There was a temporary tie-up in shipping facilities and much general inconvenience owing to the conditions of our city, but outside of this our production and shipments have been affected in no wise."

Dayton

THE THOMAS MANUFACTURING COMPANY

"Our business was unaffected by the flood. The only damage was to our sample and display rooms on the first floor. We are filling orders promptly."

Middletown

THE MIAMI CYCLE AND MFG. CO.

"Factory not affected in any way. Highest water was one-half mile away. Are now working full force night and day. Shipments being made on regular schedule."

Salem

THE W. H. MULLINS COMPANY

"We were in no way seriously affected by the recent floods. In fact, we were fortunate in being able to assist others by supplying them with a large number of our boats."

Springfield

W. Z. LONG COMPANY

"Shipments were held up for a week only, owing to condition of railroads. Are now filling all orders the same day as received."

Springfield

THE RAT BISCUIT COMPANY

"Entire lot of window displays for the retail drug trade which were being lithographed in Dayton were lost. Duplicate order has been placed and it is expected in about 30 days."

Springfield

THE TULLOSS SCHOOL OF TOUCH TYPEWRITING

"The only inconvenience suffered was due to the very serious delay in mail, both incoming and outgoing. Some mail doubtless was lost. Correspondents not receiving replies are asked to send copies of their letter."

Youngstown

THE REPUBLIC RUBBER COMPANY

"Owing to location of plant the recent flood did not interfere with continuous operation. When the city water works went out of commission the Republic turned its supply of 6,000,000 gallons daily into the city mains, affording water for domestic use for nearly an entire week."

Zanesville

THE ROSEVILLE POTTERY COMPANY

"We desire to announce to our customers that we have suffered some damage from the floods in this district, but are prepared to ship orders except Romafin Cooking Utensils. This line can be shipped by the middle of May."

An International Hospital.

AN American missionary physician, Dr. R. B. Tensler, sent to Japan twelve years ago by the Protestant Episcopal Church, has become the foremost foreign surgeon in Japan, and one of the foremost in the Far East. By his devotion to his profession, his sympathy with the East and his helpfulness of the needy he has also become one of the influential persons in Japan. Associated with Dr. Tensler in charge of St. Luke's Hospital in Tokio is Dr. Bliss, also a missionary physician. These men each receive from the Mission Board of their church a salary of \$2,250, and in their outside practice earn at least \$25,000. All of this latter amount they devote to the support and enlargement of the hospital. When men of this stamp ask the people of Japan and America for a substantial endowment to transform St. Luke's into an International Hospital, they deserve a hearing.

Mr. Hamilton W. Mabie, writing to *The Outlook* from Tokio, gives other reasons why the hospital should be put on an international basis and the scope of its work enlarged. It is now able to accommodate seventy-five patients. Open to men of every race, they come to it from all parts of the East. Japanese hospitals are not equipped for foreigners. So great are the differences in the way of living, in heating and in food, combined with the difficulty on the part of a foreigner to make himself understood, that injury is likely to result to the patient in spite of the skill and good intentions of the Japanese physicians and surgeons. The large permanent foreign population of Tokio and the hosts of travelers, particularly Americans, who come there, make the need of a hospital for Americans as great in Tokio as in any American city.

Such a hospital, too, would be a powerful, tangible expression of brotherhood and goodwill between Japan and the United States. In America we receive sensational stories about Japanese aggressions and ambitions, while in Japan equally misleading reports are constantly being received concerning American animosity. Nothing could more effectively answer these absurd and mischievous stories, says Mr. Mabie, "than the establishment of an International Hospital open alike to the Japanese and the foreigner; ministering with the same hand to the needs of this country and of other countries; rising above the murky atmosphere of racial antagonism and dispelling the clouds of misinformation and apprehension which are always gathering on the horizon. As a preacher of peace no voice could be more eloquent or persuasive than the work of such an institution."

Dr. Tensler has lately come to the United States to secure financial support for enlarging the scope of the hospital. The Prime Minister and other public men of Japan have given the project generous support.

The Income Tax Undemocratic.

EVEN the friends of the income tax amendment find that the proposed exemption of incomes up to \$4,000 savors of class legislation. When at first \$5,000 was proposed as the maximum, one Treasury expert estimated that 282,620 persons would be affected by it and another Treasury expert placed the number at 412,360. With the maximum exemption at \$4,000 the number of individuals coming under the law might be 600,000 or even 700,000. But with a population approaching 100,000,000 and with a popular vote at the last presidential election of over 15,000,000 it will be seen what a small percentage of the people will be called upon to pay an income tax.

The contention that it would not pay to collect a tax on incomes below \$4,000 is not borne out by the experience of the nations of Europe where the exemption is far below anything thus far proposed in this country. In England the amount exempted is \$750; in Prussia \$225; in the Netherlands \$260; in Austria \$113; in Italy \$77.20. To tax incomes where the cost of collection would almost or quite equal the tax would be absurd, of course. But the cost of collection is a factor to be considered quite as much with the exemption at \$4,000 as it would be if it were \$2,000. An income of \$4,200 would pay 1 per cent. on \$200 or \$2. Were the exemption \$5,000 an income of \$5,200 would pay the same amount. And were the maximum exemption fixed at \$2,000 instead of \$4,000 the tax on an income of \$2,200 would likewise be \$2. Certainly it would be as easily collectable in one instance as the other. It is surprising that the monarchies of Europe in placing the exemption as low as they do, are more democratic than the United States with its proposal of a \$4,000 exemption.

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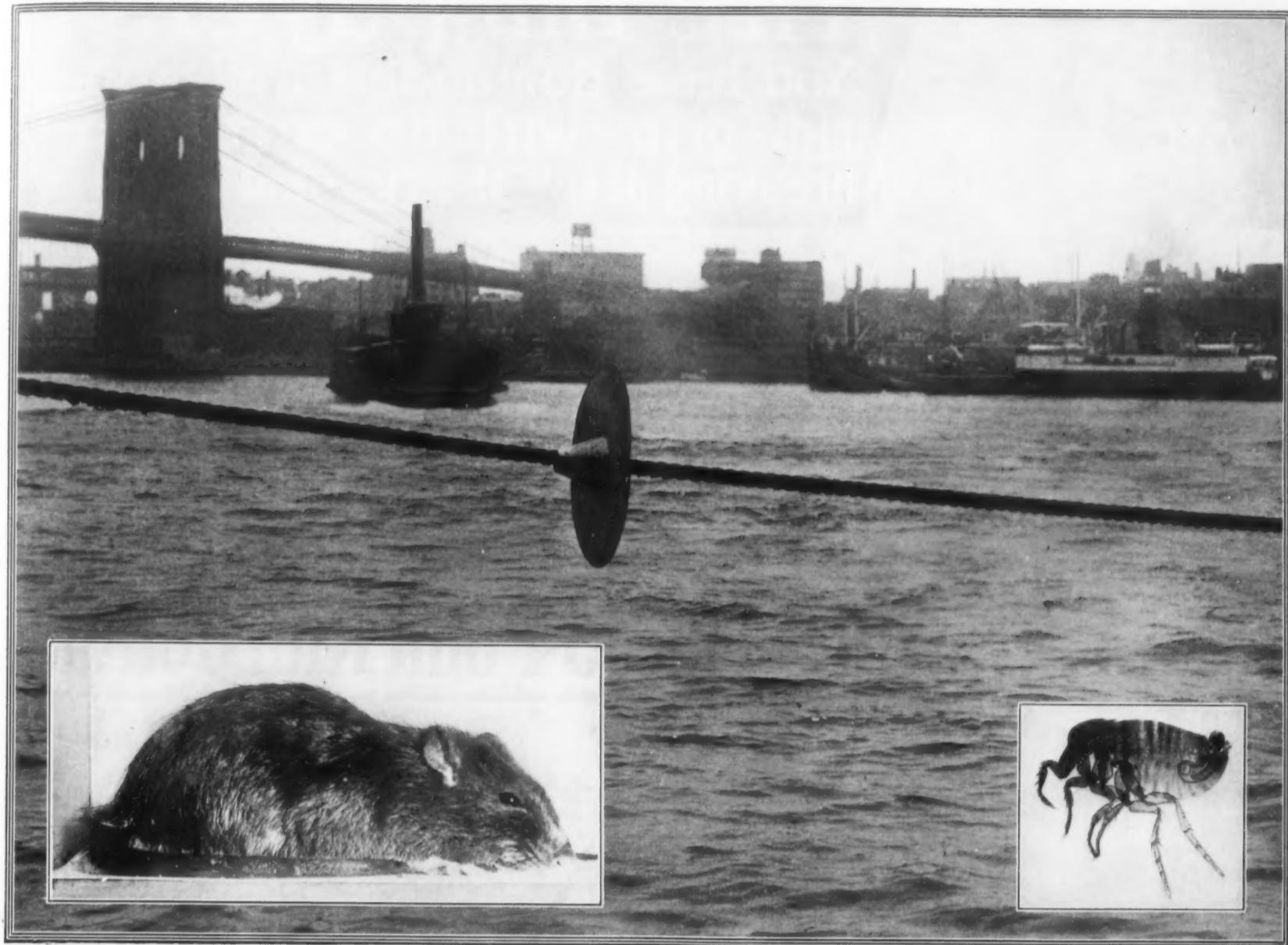
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Novel Methods of Preserving Health



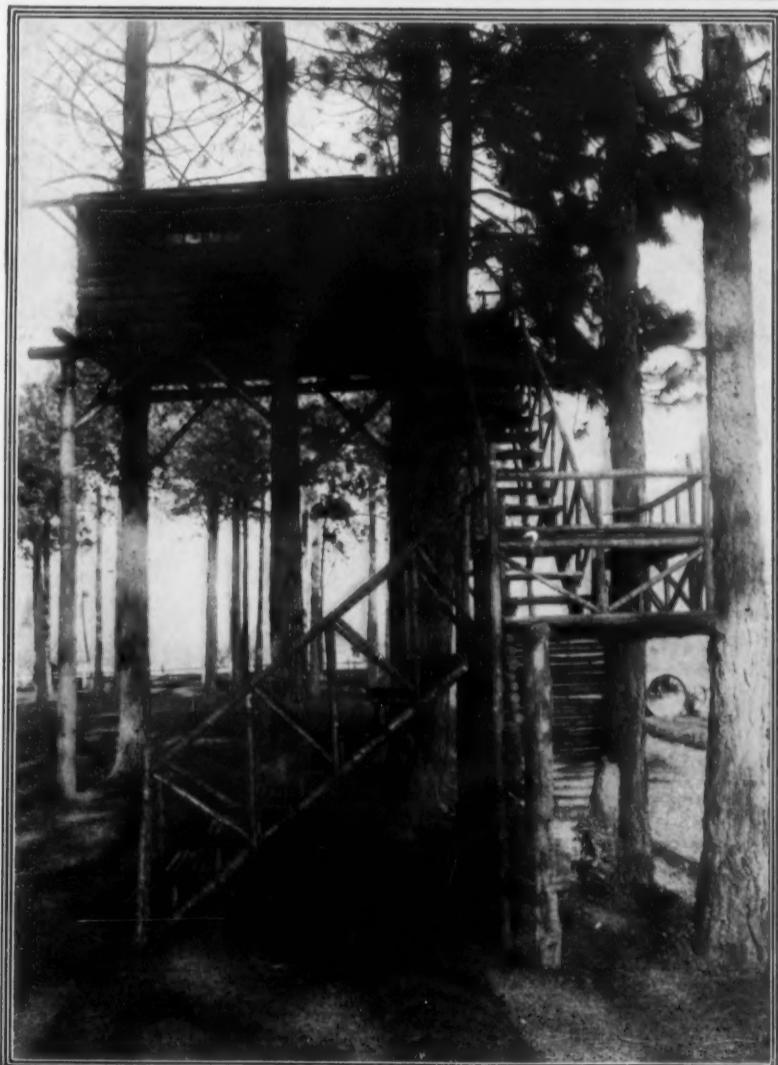
HOW WE KEEP A FOREIGN SCOURGE FROM OUR SHORES.

BROWN BROS.
One of the most frightful scourges of the world is the bubonic plague of the Far East. Science has proved that this is transmitted by the bite of the rat flea, shown in the right-hand corner, somewhat enlarged. The rat in the left-hand corner is the host of the flea which spreads the much-feared "black death." Our health authorities have ordered that all vessels from plague-infected ports, while moored to our docks, should be equipped as shown in the large picture. Every hawser has a big metal disc between the ship and the dock, which prevents any infected rat from coming ashore. The flea is merely one of a number of insects that spread fatal diseases. The common house-fly is well-known as a carrier of typhoid; the anopheles mosquito spreads malaria; the stegomyia mosquito is the host of yellow fever; the tssete-fly communicates sleeping sickness. And a Copenhagen experimenter has just announced that he has produced cancer in rats by feeding them with the eggs of parasites obtained from cockroaches—which have not hitherto been regarded as disease-carriers. Domestic animals, especially pet cats and dogs, have long been known as carriers of such diseases as diphtheria and scarlet-fever.



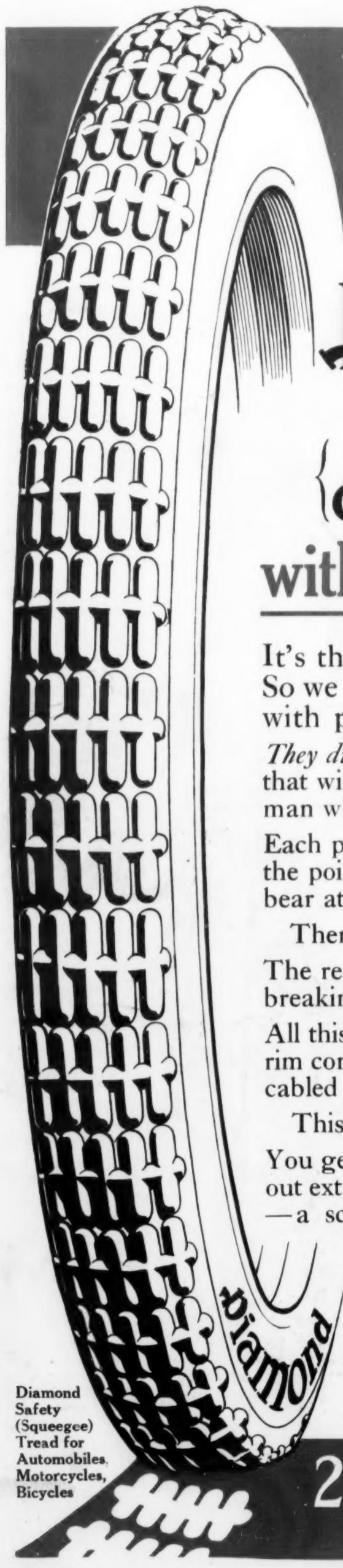
ADMINISTERING THE WONDERFUL "OUNCE OF PREVENTION."

The War Department has recognized the fact that more of its men are lost or rendered inefficient by the onslaught of disease than by bullets, and to this end the Medical Corps of the United States Army is taking every precaution to keep typhoid out of the army. All soldiers and marines recently sent to the Mexican frontier were inoculated with the anti-typhoid vaccine. One of our army surgeons is shown administering the serum.



NATURE AS THE BEST HEALER.

BROWN BROS.
A picturesque and health-giving sleeping room that is not costly, and is simple in construction. Dr. E. E. Ferguson built this "Bird's Nest," as he appropriately calls it, on his ranch three miles southwest of the town of Hood River, Oregon. Here Dr. Ferguson courts health by "back to nature" means amid charm and rustic beauty. The little house is 10 x 12 feet and is 20 feet above the ground.



Tire bill payers!

You have demanded a vise-like rim-grip - with no cutting or breaking above the rim - and here it is

Diamond Vitalized Rubber

{No Clinch} Tires

with Perfect 3-Point Rim Contact



Cross Section Diamond Safety Tread Tire

It's the *rim* as much as the *road* that wears out your tires. So we said to our Engineers: "You must build us a tire with perfect 3-point rim contact."

They did—and now we offer you a sane, sensible, No-Cinch tire that will appeal to you, as a hard-headed, shrewd tire buyer—a man who insists on easy riding comfort and good liberal mileage. Each point of rim contact in a tire is a point of support. Where the points of contact are not perfect, undue pressure is brought to bear at an unsupported point of the tire.

Then what happens?

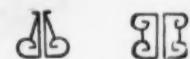
The result is a terrific strain on the tire that will cause rim troubles, breaking above the bead and separation of the tread from the carcass.

All this is overcome in the "Diamond" because the three points of rim contact are absolutely *mechanically perfect*—the annealed steel cabled wire bead holds with a vise-like rim-grip.

This is only one Diamond advantage.

You get additional More Mileage advantage without extra expense in the Diamond *Vitalized Rubber*—a scientific combination of pure, lusty, young rubber and a secret toughening compound—nothing inferior in rubber, fabric or workmanship—the No-Pinch Safety Flap inner tube protector—and if you desire, the now famous Safety (Squeegee) Tread.

The guarantee on Diamond Tires becomes null and void when the tire is used in connection with any substitute for air, fitted to rims not bearing one of these inspection stamps or having had its serial number removed in whole or part



So this time buy Diamond Vitalized Rubber Tires
—you can get them to fit your rims at any of the

25,000 Diamond Dealers
always at your Service

Diamond
Safety
(Squeegee)
Tread for
Automobiles,
Motorcycles,
Bicycles